

## 2007-R-095

Property Owner: James and Stephanie Barnes

Agent: Angie J. Jones (Locklin & Jones, P.A.)

Existing Zoning: R1M (Mixed Residential District)

Requested Zoning: HCD (Highway Commercial Development District)

Existing FLUM: Single Family Residential

Requested FLUM: Commercial

## **STAFF ANALYSIS**

### **Part I. General Information:**

**Applicant:** James and Stephanie Barnes

**Agent:** Angie J. Jones (Locklin & Jones, P.A.)

**Project Location:** 5487 Persimmon Hollow Road, Corner of Highway 90 & Persimmon Hollow Road, East Milton

**Parcel Number:** 32-2N-27-0000-00400-0000

**Parcel Size:** Total acreage requested = 1 (+/-) acres

**Purpose:** Commercial Development

**Requested Action(s):** (1) Amendment of the Land Development Code Official Zoning Map changing the zoning district **from R1M to HCD**; and,  
(2) Large scale amendment of the Comprehensive Plan Future Land Use Map changing the future land use designation **from Single Family Residential to Commercial**.

**Existing Zoning Description:** R1M (Mixed Residential Subdivision District) is designed to accommodate single-family detached structures, mobile homes and accessory buildings compatible with a residential environment. It is the express purpose of this zoning district to exclude all buildings or other structures and uses having commercial characteristics except the minimal home occupation and the approved Conditional Use activities (i.e., educational institutions, places of worship recreation and park areas, public and private utilities and public facilities).

**Proposed Zoning Descriptions:** Highway Commercial Development (HCD) District allows for a wide range of uses appropriate and easily accessible to major transportation corridors.

Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize the HCD District. Additionally, this district is generally located adjacent to districts characterized by medium to high density residential development and areas of more intensive commercial use. Multiple family residential uses are allowed as a Conditional Use only upon determination by the Zoning Board of Adjustment.

**Existing FLUM:** Single Family Residential

**Proposed FLUM:** Commercial

**Current Use of Land:** Single Family Residential

**Surrounding Zoning:** East and West is HCD (Highway Commercial Development District) along Highway 90. South and southeast is R1M (Mixed Residential Subdivision District). North across Highway 90 and southwest of the proposed amendment is M2 (General Industrial District).

**Rezoning History:** In 1994, 235 acres on the north side of Highway 90 was rezoned to M2 (General Industrial District). Existing land use of the rezoned acreage is the Santa Rosa County Industrial Park. In 2001, 170 acres southwest of the proposed amendment was rezoned to M2 (General Industrial District).

## Part II. Data and Analysis

**Traffic:** Staff agrees with the applicant's conclusion that the maximum allowable units of the proposed Future Land Use Map amendment will not exceed the adopted level of service of the potentially impacted roadway segments.

**Potable Water:** The applicant's analysis indicates current capacity for the proposed development verified by the servicing utility (East Milton Water Systems, Inc.). Staff has reviewed the potable water information and concurs with the applicant's analysis.

**Sanitary Sewer:** The applicant's analysis indicated only current capacity for the proposed development verified by the servicing utility (City of Milton). Staff's analysis projected capacity indicates the projected available sanitary sewer capacity in 2020 exceeds the projected demand for this amendment. Therefore, the City of Milton has sewer capacity to serve the development today, five years from now and through the planning timeframe of 2020. The proposed amendment is not expected to create capacity problems for the City of Milton. Expected sanitary sewer demand for a maximum allowable build-out for development on the property is estimated at 999 gallons per day (10,000 sf/ 3000 sf per EDU = 3.33 EDU's. 300 gpd/per x EDU = 300 gpd x 3.33 EDU's = 999 gpd).

### The City of Milton

Maximum Capacity:	2.5 million gallons per day
Average Flow:	0.848 million gallons per day

### Projected Year 2010 Data:

#### The City of Milton

Maximum Capacity:	2.5 million gallons per day
Average Flow:	1.187 million gallons per day

### Projected Year 2020 Data:

#### The City of Milton

Maximum Capacity:	2.5 million gallons per day
Average Flow:	1.549 million gallons per day

**Solid Waste:** The applicant indicates a private hauler will be used to transport solid waste from the site. Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.

**Drainage:** Staff has reviewed the drainage information and concurs with the applicant's analysis.

**Parks, Recreation and Open Space:** A rezoning to HCD would not increase demand on recreation facilities.

**Schools:** A rezoning to HCD would not increase demand on school facilities.

**Consistency with the Adopted Comprehensive Plan:** Staff has reviewed this information and concurs with the applicant's analysis. The proposed amendment is compatible with adjacent uses.

Y:\PlanZone\2007 CPA & Rezoning\INDIVIDUAL PROJECTS for 2007\07-R-095; AJones, Barnes; LSA SFR to Com; Rezone R1M to HCD (1 acre)\07-R-095, Staff Analysis.doc

# **REZONING/LARGE-SCALE PLAN AMENDMENT**

*Approx: 1.07 Acres on the Corner of Highway 90 and Persimmon Hollow Rd*

*August 2007*

Property Reference #: 32-2N-27-0000-00400-0000

**Existing Zoning:**

R – 1M (Mixed Residential Subdivision District)

**Existing FLU:**

Single Family Residential

**Requested Zoning:**

HCD (Highway Commercial District)

**Requested FLU:**

Commercial

**Prepared By:**



**REBOL-BATTLE & ASSOCIATES**  
Civil and Environmental Engineers

RBA Project # 2007092-Martin

## **Narrative**

The owners of the property are requesting to change the zoning from R-1M (Mixed Residential Subdivision District) to HCD (Highway Commercial District) and amend the existing future land use category from Single-Family Residential to Commercial. The total size of the parcel is approximately 1.07 acres. The property reference identification number is listed on the title page of this report. The subject property is located in the Milton, FL area on the west corner of Highway 90 and Persimmon Hollow Rd– See Attachments “A” and “B”, Location Map and Aerial Photograph, respectively.

The proposed use is for a 4,000  $ft^2$  +/- family-owned pizza restaurant. The resulting structure will occupy approximately 10% of the entire site area. However, for the purpose of rezoning a maximum allowable build out of 40% of the site or 10,000sf will be used for all infrastructure analysis.

It is the intent of this report to show that this request for rezoning and future land use category amendment is in accordance with the Santa Rosa County Comprehensive Plan and that the infrastructure is in place to support such a development. The property is currently undeveloped, with the exception of three residential structures proposed for demolition. The subject property is bordered by Highway 90, a major Santa Rosa County transportation corridor, to the north. Persimmon Hollow Road borders the eastern boundary of the subject property. The subject property is bordered to the south by a parcel zoned as R-1M (Mixed Residential Subdivision District) and is SFR (single-family residential) in use. The parcel bordering the subject property to the west is zoned HCD (Highway Commercial District) and is currently vacant in use. Infrastructure is in place to support the development.

The existing zoning description of the subject property is R-1M (Mixed Residential Subdivision) - see Attachment “C”, Current Zoning Map. Per the Santa Rosa County Land Development Code, this district is designed to provide suitable areas for low density residential development where appropriate urban services and facilities are provided or where the extension of such services and facilities will be physically and economically facilitated. This district will be characterized by single family detached structures and such other structures as are necessary thereto. This district also may include as specifically provided for in these regulations conditional uses for community facilities and utilities which serve specifically the residents of this district, or which are benefited by and are compatible with a residential environment. Such facilities should be accessibly located and appropriately situated in order to satisfy special requirements of the respective community facilities.

The proposed zoning description of subject property is HCD (Highway Commercial District)-see Attachment “D”, Proposed Zoning Map. Per the Santa Rosa County Land Development Code, this district is designed to provide for a wide range of uses in appropriate and easily accessible locations adjacent to major transportation corridors and having access to a wide market area. This district is intended to be situated along selected segments of major thoroughfares in the vicinity of major intersections. Additionally, this district is generally located adjacent to districts characterized by medium to high density

residential development and areas of more intensive commercial use. Bulk regulations and site plan criteria within the district are designed to maximize compatibility with lesser intense use of land and buildings in the district and provide for smooth transition in areas where activities of varying intensity exist.

The current land use of subject property is undeveloped, with the exception of three residential structures proposed for demolition - See Attachments “B” and “E”, Aerial Photograph and Existing Land Use Map, respectively.

Proposed Land Use: Commercial Restaurant

### **Property Description**

The subject property is located in the Milton, FL area adjacent to Highway 90, on the corner of Persimmon Hollow Road – see Attachment “A” and “B”, Location Map and Aerial Photograph, respectively. The total area is approximately 1.07 acres.

### **Consistency with Proposed Santa Rosa County 2000-2020 Comprehensive Plan**

The proposed development is consistent with the proposed Santa Rosa County 2000-2020 Comprehensive Plan Future Land Use - See Attachment “F” and “G”, Future Land Use Map and Proposed Future Land Use Map, respectively. The development will be a compact land usage consistent with development patterns within this area. The property is located in a logical location for extension to commercial type activities. There is adequate infrastructure in place to support the development. The parcel is surrounded by areas that include and support the intended commercial type use.

### **Sanitary Sewer**

Sanitary sewer services are provided by the City of Milton. There is currently a 6” Force main on the east side of Hwy 87 South (approximately 3000 *ft*). Sewer will either be collected and disposed of onsite via a septic system or collected onsite and pumped to the available service line.

### **Potable Water**

East Milton Water System, Inc. provides potable water for the area and has an existing 12” water main located in the southern right of way of Highway 90 that can serve the proposed development (upon East Milton Water systems, Inc approval). Expected potable water demand for a maximum allowable build-out for development on the property is estimated at 1,166 gallons per day (10,000sf / 3,000 sf / EDU x 350 gal / EDU = 1,166 gpd).

### **Current Data:**

East Milton Water System, Inc.

Maximum Capacity:

6.696 million gallons per day

Average Flow: 1.796 million gallons per day

**Projected Year 2010 Data:**

East Milton Water System, Inc.

Maximum Capacity: 6.696 million gallons per day

Demand: 1.998 million gallons per day

**Projected Year 2020 Data:**

East Milton Water System, Inc.

Maximum Capacity: 6.696 million gallons per day

Demand: 2.402 million gallons per day

The proposed amendment is not expected to create capacity problems for the East Milton Water System, Inc. A letter from East Milton Water Systems, indicating their capacity to accommodate the development (pending development reviews) is attached as Attachment "H".

**Solid Waste**

Solid waste disposal services for this proposed development will be provided by private contract vendors. Expected solid waste for a maximum allowable build-out for development of the property is estimated at 70 pounds per day (6ppc/d x (10,000sf / 3,000 sf / EDU) x 3.5 people/EDU = 70ppd). Adequate capacity is currently available in facilities operated by Santa Rosa County. With a current maximum capacity of 593 acres of landfill and approximately 84 acres filled, the County anticipates adequate solid waste capacity for at least the next 75 years. This proposed development will not adversely affect the adopted LOS standard. The following data was provided by Santa Rosa County Planning & Zoning:

Projected Solid Waste Demand and Capacity Central Landfill - Santa Rosa County					
<i>Year</i>	<i>Permanent Population</i>	<i>Seasonal Population</i>	<i>Total Population</i>	<i>Total Demand @ LOS 6 ppc/d</i>	<i>Countywide Capacity</i>
2000	117,743	3,496	123,239	0.739 mp/d - 1,231 cy/d - 0.449 mcy/y	19.868 mc/y
2005	134,080	3,848	137,928	0.828 mp/d - 1,380 cy/d - 0.504 mcy/y	17.623 mc/y
2010	152,872	4,144	159,026	0.954 mp/d - 1,590 cy/d - 0.580 mcy/y	15.103 mc/y
2020	188,800	5,051	195,871	1.175 mp/d - 1,958 cy/d - 0.715 mcy/y	9.303 mc/y
<b>Source:</b> Santa Rosa County Planning & Zoning, 2003. (Assume 600 pounds per cubic yard) ppc/d = pounds per capita per day; mp/d = millions of pound per day; cy/d = cubic yards per day; mcy/y = millions of cubic yards per year; mc/y = millions of cubic yards.					



## **Drainage**

Drainage of the proposed development will be accomplished via conventional storm water collection and treatment mechanism (i.e. curb and gutter, swales, retention ponds, etc.). The retention ponds will be designed and constructed in accordance with rules and regulations set forth in the Santa Rosa County Land Development Code and Florida Statute 62-25 (FDEP). In issuing a Development Order for the proposed development, Santa Rosa County will review all construction drawings and design documents to insure that the drainage elements of the development are in accordance with all State and local criteria.

## **Traffic Analysis**

A traffic analysis has been conducted by Engineering & Planning Resources P.C. and is included in Attachment “P” of this report.

## **Parks, Recreation, and Open Space**

Information provided by the Santa Rosa County Planning and Zoning Department indicates that Santa Rosa County has adequate parks and open spaces to meet projected growth through 2010 and that the proposed development will not degrade the adopted level of service for parks, recreation and open space.

Maximum Demand:	3,542 acres
Current:	245,967 acres

## **Consistency with the Adopted Comprehensive Plan**

The following pages address specific elements of the adopted Santa Rosa County Comprehensive Plan and appropriate sections of the Santa Rosa County Land Development Code. Review of the information presented on the following pages will demonstrate that this proposed amendment is consistent with the adopted Comprehensive Plan for Santa Rosa County.

**Policy 2.1.A.4:** The County shall continue to foster an environment that is suitable for small business development including ensuring that adequate commercially or industrial zoned sites are available to accommodate anticipated growth.

**Response:** The subject property is located adjacent to a major Santa Rosa County corridor zoned primarily for commercial development. The proposed development is a small family owned pizza restaurant. The location and proposed use will afford Santa Rosa County the opportunity to provide a commercially zoned site for the fostering of small business development.

**Policy 3.1.A.3:** The development approval process shall ensure that new development and redevelopment includes appropriate stormwater management systems consistent with the adopted drainage level of service, natural drainage patterns, and soil conditions.

**Response:** The proposed development will utilize the natural drainage patterns in the design of storm water collection and treatment mechanisms (i.e. curb and gutter, swales, retention ponds, etc.). The retention ponds will be designed and constructed in accordance with rules and regulations set forth in the Santa Rosa County Land Development Code and Florida Statute 62-25 (FDEP).

**Policy 3.1.E.6:** The County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by FEMA to determine the location of the 100-year floodplain and flood prone areas and development shall be limited in those areas, consistent with FEMA requirements.

**Response:** The subject Property is located within a FEMA Zone X, areas outside the 500-year floodplain, as shown on National Flood Insurance Map, Community Panel Number 121130C0340G, map revised December 19, 2006. The areas adjacent to the subject property are also located in the FEMA Flood Zone X. This request is, therefore, consistent with this policy.

**Policy 3.1.G.4:** No future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such findings upon receipt of a report from the LPA.

**Response:** The proposed development, by design, will promote compact commercial development along major transportation corridors. The proposed development is located within close proximity to existing residential neighborhoods, schools, shopping and other facilities, and thereby discourages urban sprawl by concentrating commercial facilities along major corridors. In addition; the proposed development is adjacently located to parcels of similar existing and future land use zoning to that requested. This request, therefore, is consistent with this policy. See Attachment "F", Future Land Use Map.

**Policy 6.1.D.3:** Septic tanks, at a minimum, shall comply with established State standards, including suitable soil types and minimum lot sizes. The County shall continue to enforce established F.D.E.H. standards through the Santa Rosa County Environmental Health Department review of applications for septic tanks.

**Response:** Should the installation of a septic tank and drainfield be necessary for sewage treatment and disposal, all elements of design and operation will comply with established State standards.

**Policy 6.3.B.3:** The LOS standards for drainage and water quality shall be:

- A) Retain the first inch of run-off; and
- B) Post development run-off shall not exceed the pre-development run-off rate for all storm events, up to and including an event with 24-hour duration, 100-year return frequency.
- C) Post development run-off in constrained basins shall not exceed the pre-development run-off rate for a 10-year storm event during all storm events, up to and including an event with 24-hour duration, 100-year return frequency.
- D) Post development run-off in closed basins shall be retained on-site for all storm events, up to and including the 24-hour duration, 100-year return frequency storm event.

Note: The LDC regulations include design and performance standards pursuant to Section 62-25, F.A.C. and Section 62-301, F.A.C.

**Response:** The proposed development designed and constructed in accordance with rules and regulations set forth in the Santa Rosa County Land Development Code and Florida Statute 62-25 (FDEP).

**Policy 8.1.A.2:** The land use categories shown on the FLUM's take into account the compatibility of development with natural resources. In reviewing requests for amendments to the FLUM, the County will consider the impact of the request on the environmentally sensitive land uses and will direct the incompatible land uses away from such areas. For purposes of FLUM amendment reviews, incompatible uses would be those that would necessarily result in greater impact to on-site environmentally sensitive lands than would occur under the current Future Land Use designation. If necessary to fulfill this requirement, the applicant may be required to submit a survey indicating the environmentally sensitive lands along with site plans demonstrating the potential impact of development under the current Future Land Use designation and under the Future Land Use designation.

**Response:** The predominant soil types found on the site are of the Troup series (Troup Loamy Sand, 0-5% slopes). The soils of the Troup series are characterized as being nearly level to gently sloping and well drained. Any construction performed on this site will necessarily meet all local and state building criteria including soil and subsoil preparation requirements. See Attachment "I", Soils Map.

The Potential Wetlands Map (see Attachment "J") indicates the site consists entirely of uplands. With further investigation, if it is determined that environmentally sensitive lands are onsite, no impact will occur without proper permitting by the entity exercising jurisdiction.

The Santa Rosa County GIS Map as Attachment "K", Vegetative Cover Map, indicates the vegetation species on the site is predominately unclassified and having a small portion of upland coniferous forest. With further investigation, if it is determined that

environmentally sensitive vegetation exist onsite, no impact will occur without proper permitting by the entity exercising jurisdiction.

The Santa Rosa County GIS Map as Attachment “L”, Strategic Habitat Map, indicates there are no strategic habitats located on this site. The subject property will be evaluated by an experienced biologist for endangered species habitat prior to development. Should any endangered species habitat be found, measures will be taken for avoidance, minimization and in rare cases relocation within state and local guidelines. Based on the maps provided and records that we are aware of there are no potential environmental issues which would be prohibitive for development of this property.

The Santa Rosa County GIS Map as Attachment “M”, Habitat and Land Cover Map, indicates the majority of the site consists of Pinelands with a small portion of shrubs and brush land, and low impact urban. The subject property will be evaluated by an experienced biologist for endangered vegetation prior to development. Should any endangered species be found, measures will be taken for avoidance, minimization and in rare cases relocation within state and local guidelines.

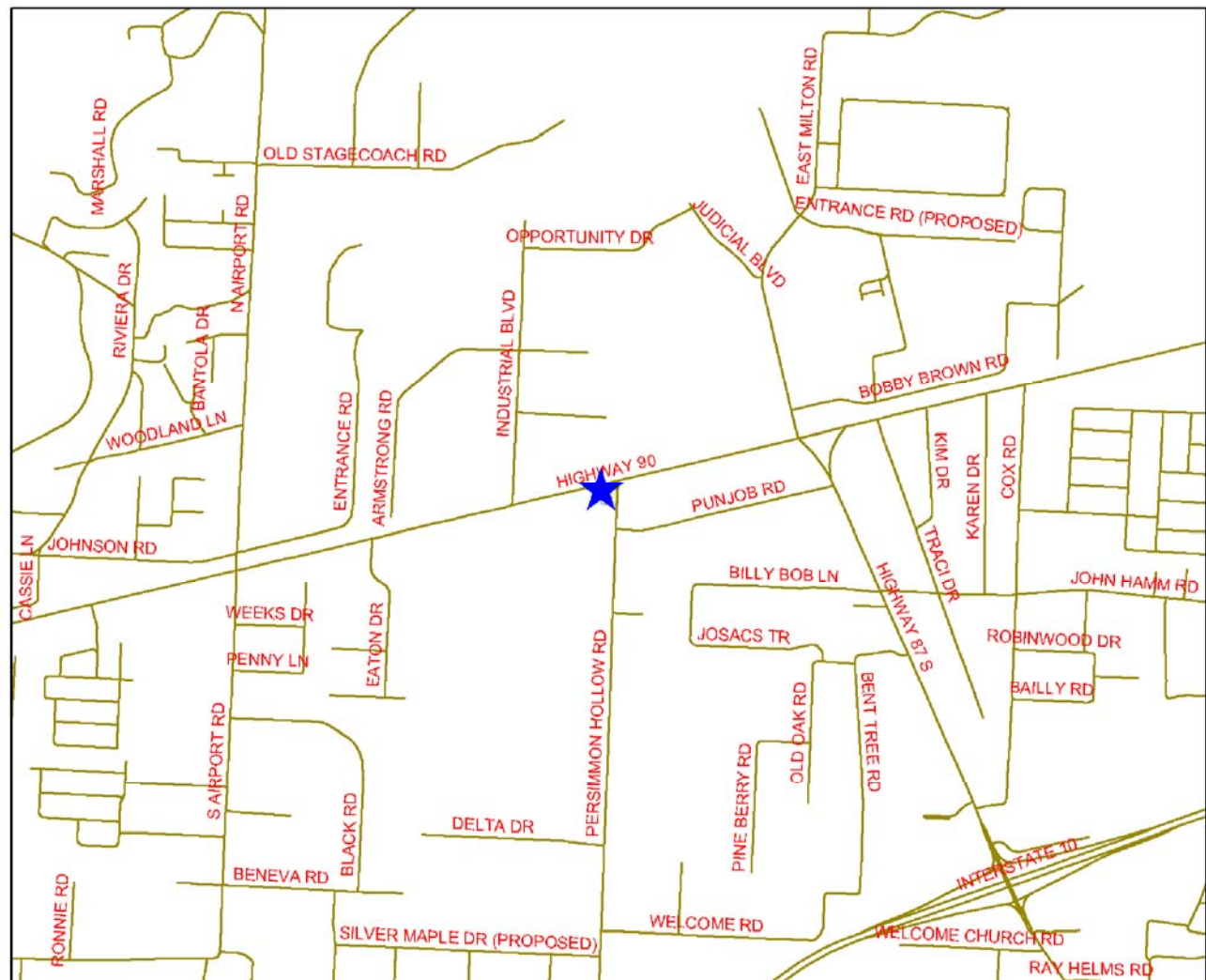
See Attachment “N” for the Santa Rosa County GIS Biodiversity Hot Spot Map indicating the site does not contain focal species outside of the background levels.

The Santa Rosa County GIS Map as Attachment “O”, Public Airport Zone for Peter Prince Field, indicates the subject property to lie outside of any fly zones.

## List of Attachments

Attachment “A”	-	Location Map
Attachment “B”	-	Aerial Photograph
Attachment “C”	-	Current Zoning Map
Attachment “D”	-	Proposed Zoning Map
Attachment “E”	-	Existing Land Use Map
Attachment “F”	-	Future Land Use Map
Attachment “G”	-	Proposed Future Land Use
Attachment “H”	-	East Milton Water/Sewer Availability Letter
Attachment “I”	-	Soils Map
Attachment “J”	-	Wetlands Map
Attachment “K”	-	Vegetative Cover Map
Attachment “L”	-	Strategic Habitat Map
Attachment “M”	-	Habitat and Land cover Map
Attachment “N”	-	Biodiversity Hotspots Map
Attachment “O”	-	Public Airport Zone for Peter Prince Field
Attachment “P”	-	Traffic Analysis – Supporting Documentation

# ATTACHMENT "A" - LOCATION MAP



0 1,100 2,200 4,400 Feet



## Legend

- Streets
- Martin\_Property\_LSA

## TextDisclaimer:

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Project Name: MARTIN REZONING

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007092

Scale: NTS

Dr. By: CFS

Ck By: PAB

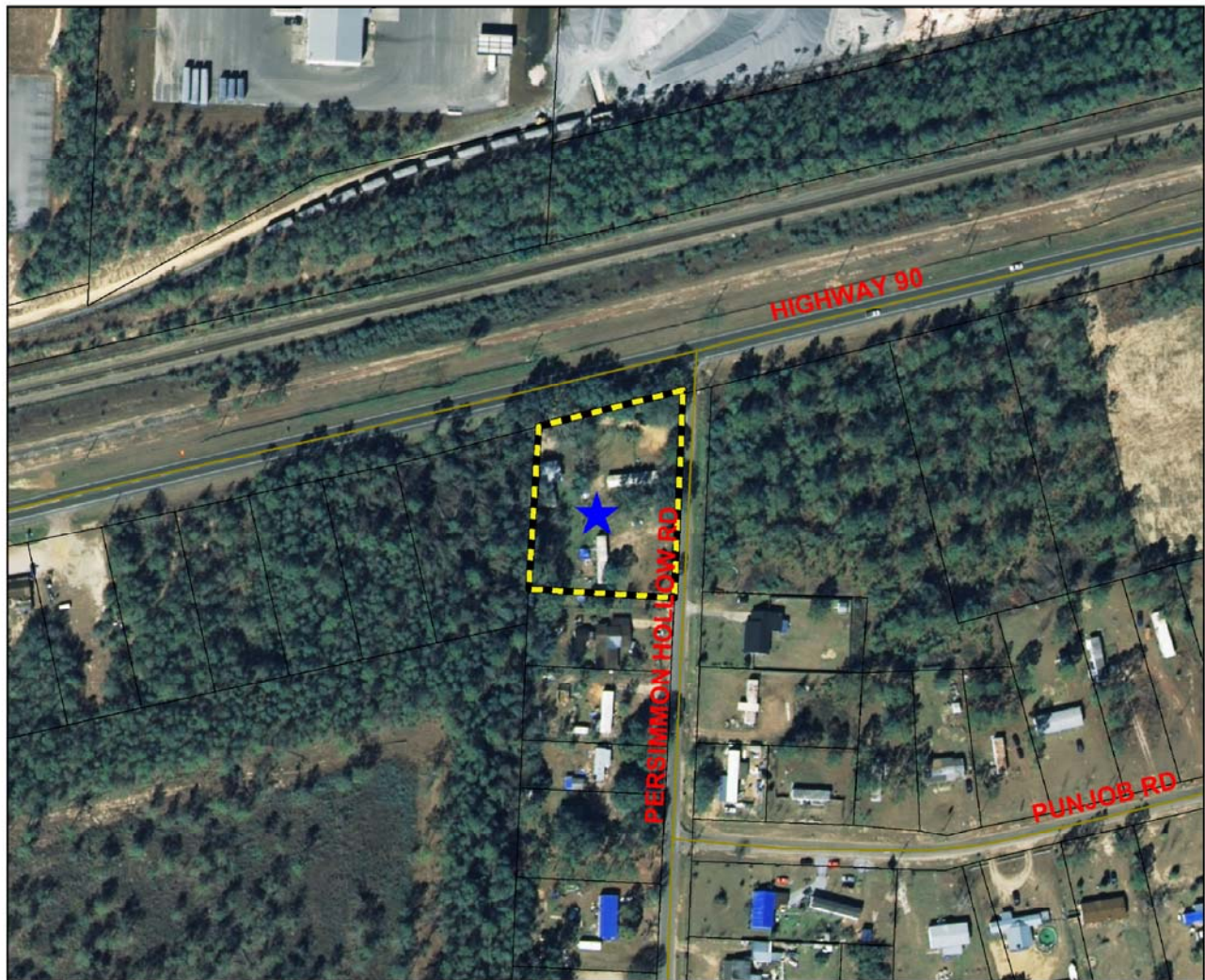
Date: AUG 22, 2007

DRAWING No.

A



# ATTACHMENT "B" - AERIAL VIEW



1 inch equals 200 feet



## Legend

- Streets
- Martin\_Property\_LSA
- Parcels

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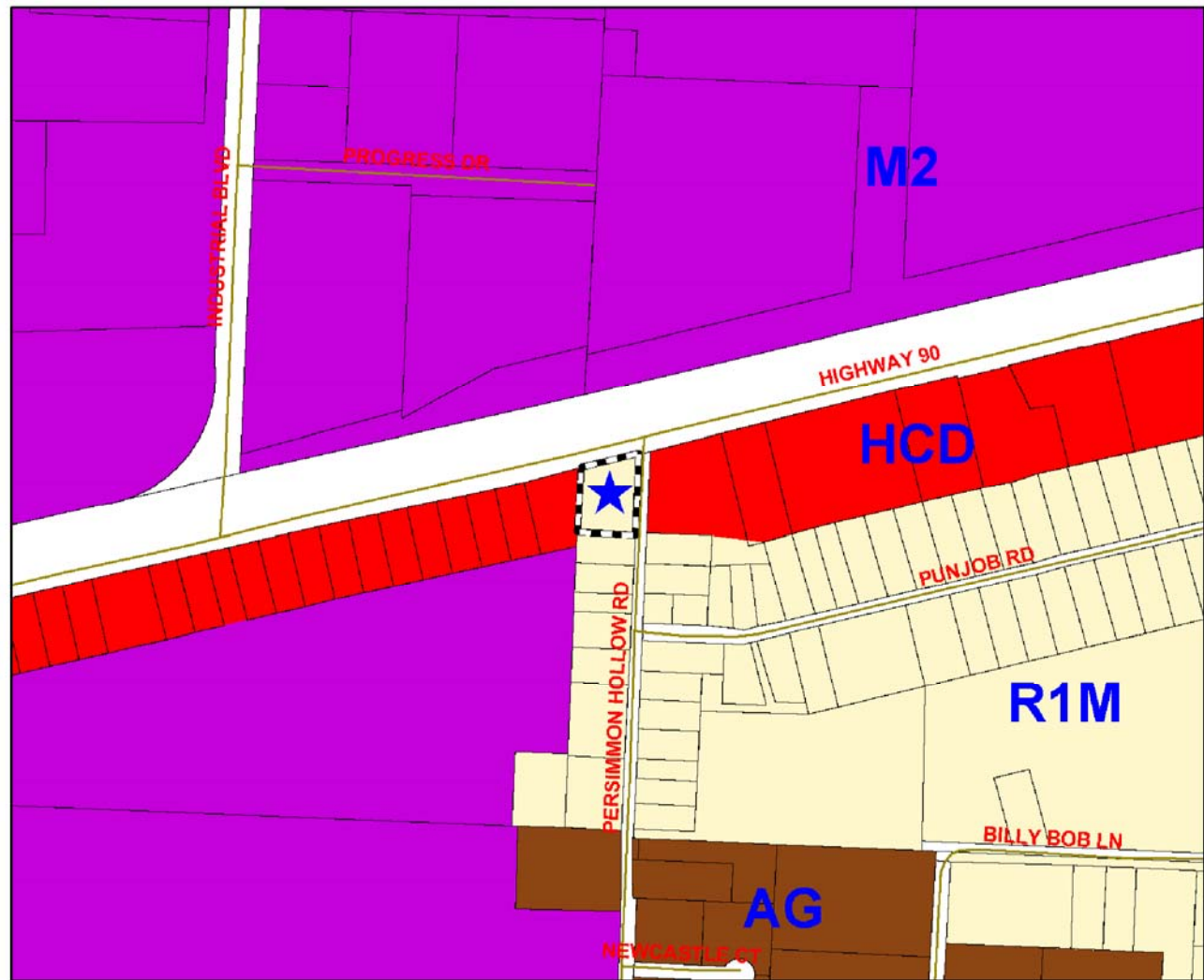
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# ATTACHMENT "C" - CURRENT ZONING MAP



1 inch equals 500 feet



## Legend

Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
Martin Property LSA	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
<b>Zoning District</b>	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG-2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach - Medium Density	

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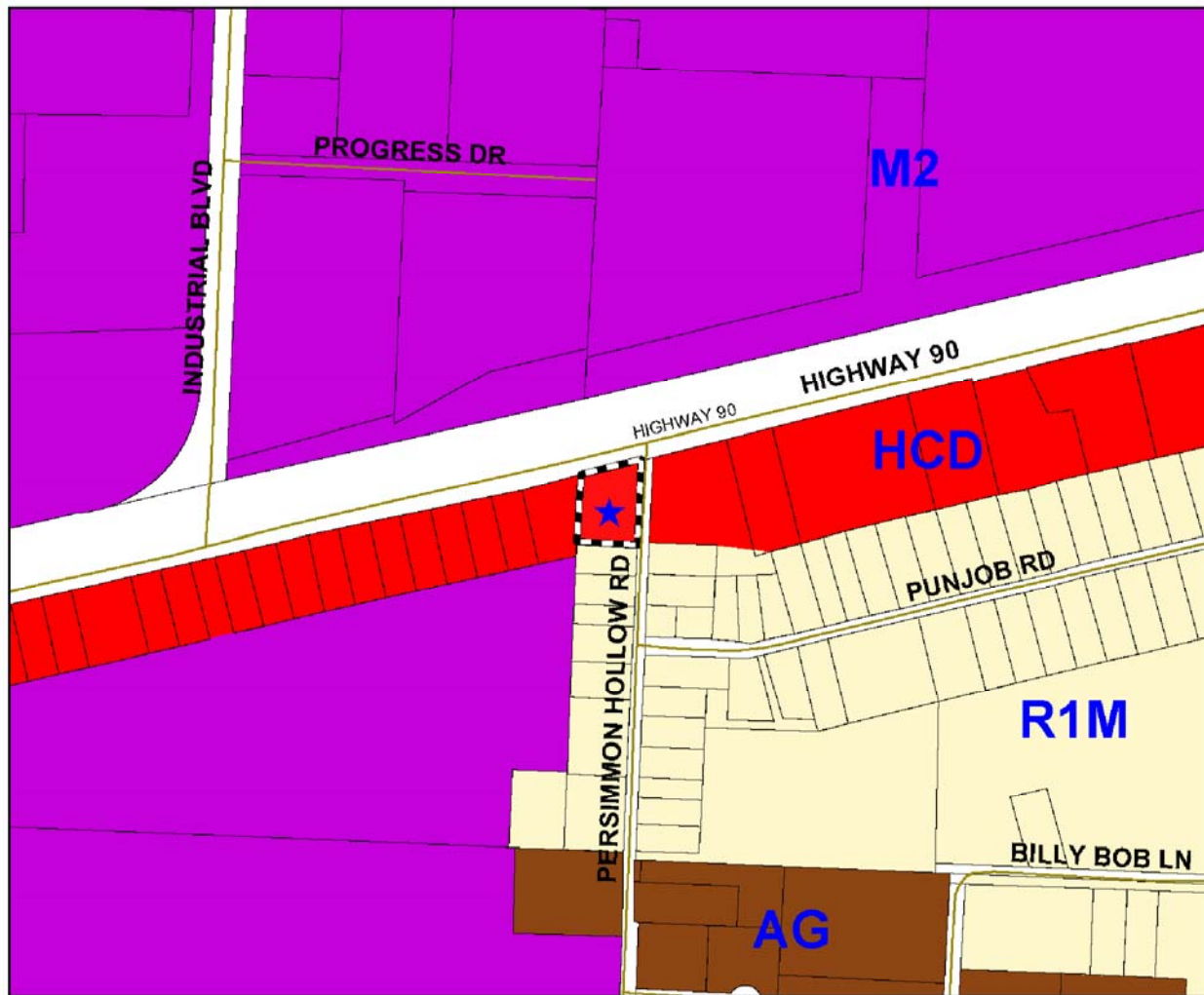
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# ATTACHMENT "D" - PROPOSED ZONING



1 inch equals 500 feet



## Legend

Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
Main Roads	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Martin_Property_LSA	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Parcels	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
<b>Zoning District</b>	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture/Rural Residential (AG)	Passive Park (P-1)	Town Center 1 (TC1)	State
Agriculture (AG2)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina (C-1M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Marina and Yacht Club (C-2M)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Historical/Commercial (HC-1)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Highway Commercial Development (HCD)	Single Family Residential (R-1A)	Navarre Beach -Medium Density	
Historical/Single Family (HR-1)			

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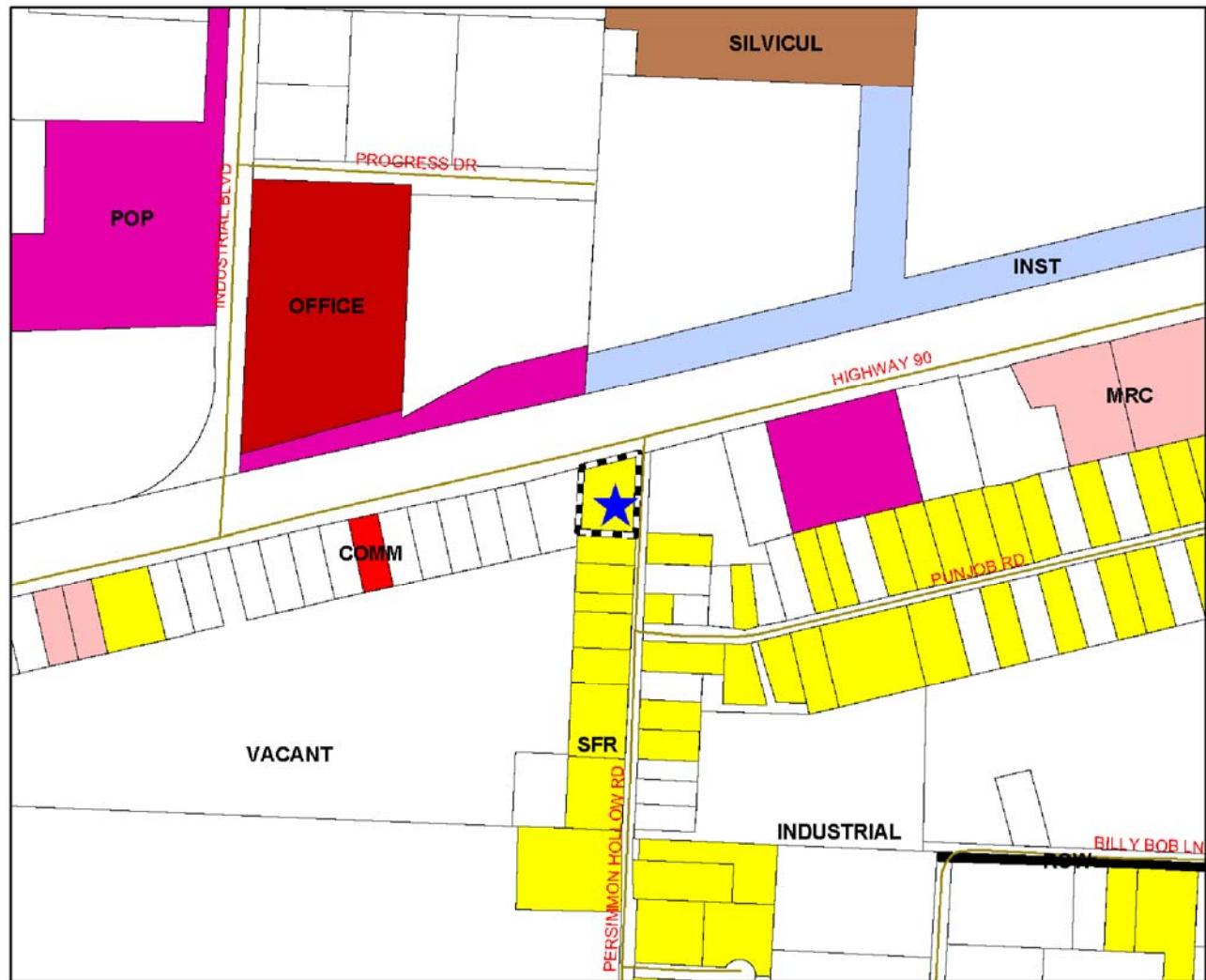
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Date: AUG 22, 2007

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# ATTACHMENT "E" - EXISTING LAND USE MAP



1 inch equals 500 feet



## Legend

Streets	City	Recreation/Open Space
Martin_Property_LSA	Commercial	Right of Way
Parcels	Institutional	Single Family Residential
ELUM	Military	Silviculture
CATEGORY	Mixed Residential/Commercial	Unknown
Agriculture	Office	Vacant
Agriculture Homestead	Public Owned Property	Water
Condo/Townhomes	Recreation/Commercial	

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Dr. By: CFS

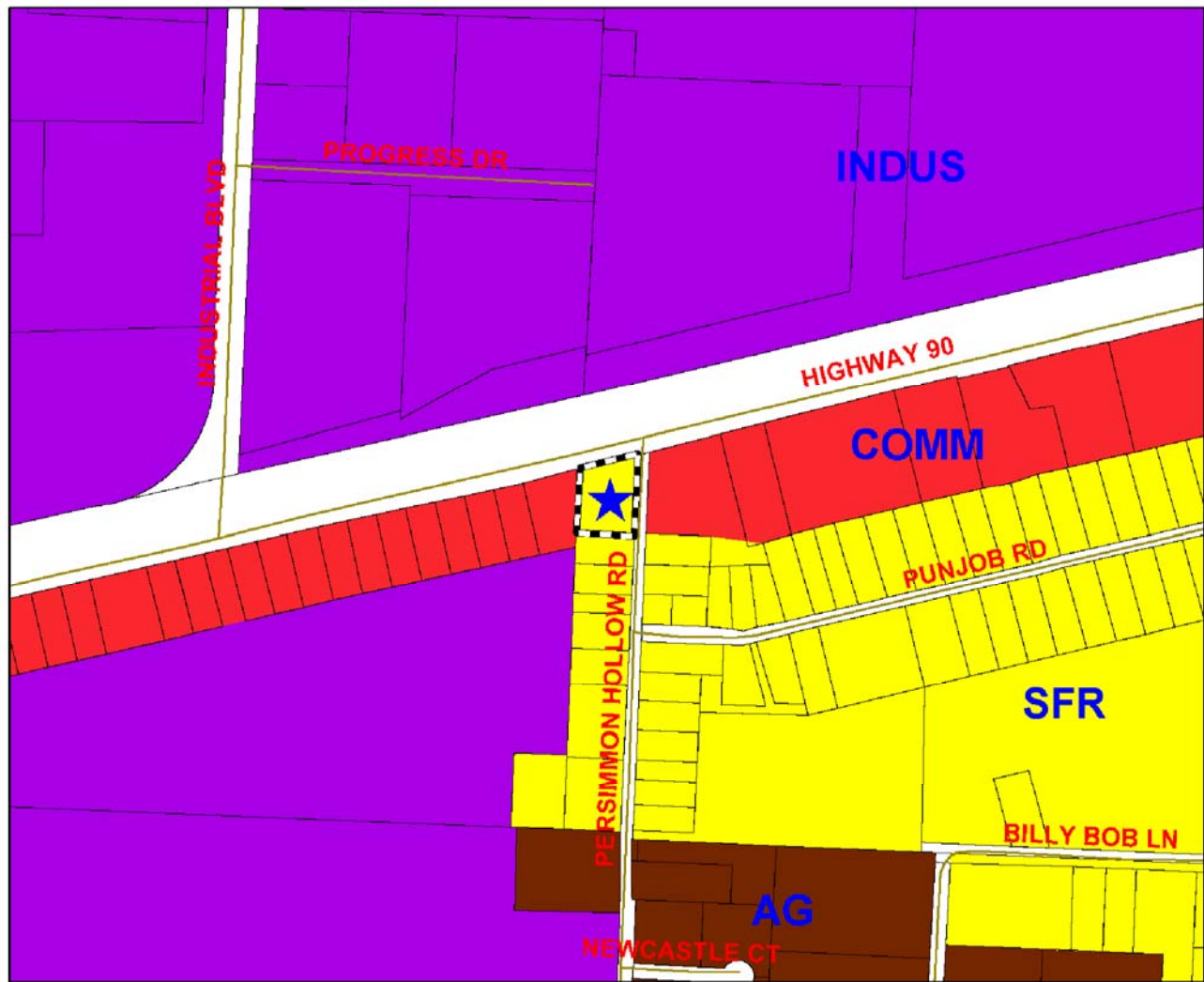
Ck By: PAB

Date: AUG 22, 2007

DRAWING No.

E

# ATTACHMENT "F" - FUTURE LAND USE MAP



1 inch equals 500 feet



## Legend

- Streets
- Martin\_Property\_LSA
- Parcels

## FLUM

- AGRICULTURE (AG)
- SINGLE FAMILY RESIDENTIAL (SFR)
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL (RES)
- COMMERCIAL (COMM)
- CONSERVATION/RECREATION (CONREC)

- GP SINGLE FAMILY RESIDENTIAL (GPSFR)
- GP RURAL RESIDENTIAL (GPRR)
- BAGDAD HISTORIC DISTRICT (HIS)
- INDUSTRIAL (INDUS)
- MARINA (MARINA)
- MILITARY (MIL)
- MIXED RESIDENTIAL COMMERCIAL (MRC)
- NAVARRE BEACH COMMERCIAL (NBCOMM)
- NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)

- NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
- NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMDHR)
- NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
- NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)
- NAVARRE BEACH UTILITIES (NBU)
- CITY
- RAIL
- WATER

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Telephone 850.438.0400 Fax 850.438.0448

Project Name: MARTIN REZONING

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007092

Scale: NTS

Dr. By: CFS

Ck By: PAB

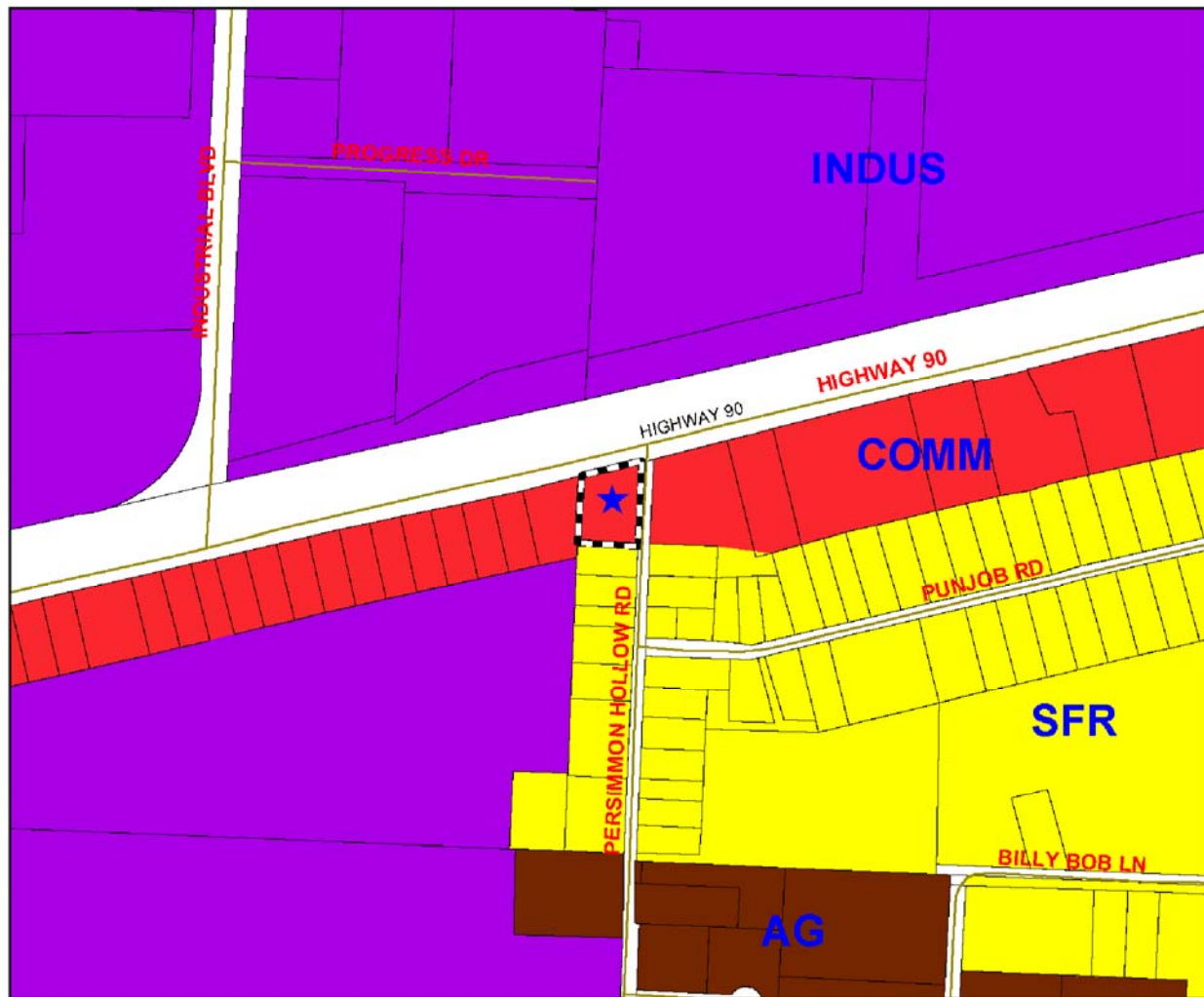
Date: AUG 22, 2007

DRAWING No.

F



# ATTACHMENT "G" - PROPOSED FUTURE LAND USE



1 inch equals 500 feet



## Legend

Streets	CONSERVATION/RECREATION (CONREC)	NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
Main Roads	GP SINGLE FAMILY RESIDENTIAL (GPSFR)	NAVARRE BEACH MEDIUM-HIGH DENSITY RESIDENTIAL (NBMDR)
Marlin_Property_LSA	GP RURAL RESIDENTIAL (GPRR)	NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
Parcels	BAGDAD HISTORIC DISTRICT (HIS)	NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMR)
FLUM	INDUSTRIAL (INDUS)	NAVARRE BEACH UTILITIES (NBU)
AGRICULTURE (AG)	MARINA (MARINA)	CITY
SINGLE FAMILY RESIDENTIAL (SFR)	MILITARY (MIL)	RAIL
MEDIUM DENSITY RESIDENTIAL	MIXED RESIDENTIAL COMMERCIAL (MRC)	WATER
RESIDENTIAL (RES)	NAVARRE BEACH COMMERCIAL (NBCOMM)	
COMMERCIAL (COMM)	NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBDR)	

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Project Name: MARTIN REZONING

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007092

Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 22, 2007

DRAWING No.

**G**

ATTACHMENT “H”

**East Milton Water Systems  
Water/Sewer Availability Letter**

**EAST MILTON WATER SYSTEM, INC.**  
**8175 S. AIRPORT ROAD**  
**MILTON, FL 32583**  
**PH: 850-623-8750**  
**FX: 850-623-1413**

August 29, 2007

Sheila Taylor  
Locklin & Jones  
Attorneys at Law  
Milton, FL 32570

**RE: Service Address: 5487 Persimmon Hollow Rd / Acct # 0297-00**


To Whom It May Concern:

This letter is to certify that potable water service is available at the service address listed above in Santa Rosa County, Florida. Water service is guaranteed all deposits and tap fees have been received in full by East Milton Water System, Inc.

Sewer is not provided by East Milton Water System, Inc. you will need to contact the City of Milton Public Works at 850-983-5400.

If you have any questions or need additional information, please feel free to contact our office.

Sincerely,



Jill Schwitzerlett  
Front Desk Clerk

jms



# City of Milton

August 22, 2007

Rebol, Battle & Associates, Inc.  
Attention: Kevin Gibson, EI  
214 East Church Street  
Pensacola, FL 32502

Re: Sewer availability on 5487 Persimmon Hollow Rd in East Milton  
Parcel ID# 32-2N-27-0000-00400-0000

Dear Business Owner:

After physical inspection of the city's wastewater transmission lines in relation to the above referenced property, it has been determined that the parcel could be connected to the city's wastewater transmission lines. There is a 6" sewer forcemain on the east side of Hwy 87 South (approximately 3,000 feet). Connection of subject property would be contingent upon the following:

1. The owner/developer will be required to submit a set of proposed development plans to the city for approval.
2. Review/approval by the Public Works Department for capacity requirements and impact on the city's wastewater transmission infrastructure.
3. Connection to the city's sewer system will require installation of a grinder pump and running sewer force main.
4. A letter to the City Council requesting authorization to connect to the city's wastewater system would need to be received and approved. The Council meets on the second Tuesday of each month at 5:00 p.m.
5. The enclosed Declaration of Covenant, signed and notarized, must be included with the City Council request letter for full consideration of authorization.
6. After Council approval, a letter will be mailed to you detailing the city fees and requirements associated with the connection. All applicable fees would have to be paid prior to construction.
7. The owner/developer would be responsible for all costs associated with system upgrades, road and driveway bores as well as all required permits

Should you need further information, please feel free to contact me at (850) 983-5437.

Sincerely,

Brian Watkins  
Public Works Director

WBW:cm

Cc: Jesse Cornell, Utility Director  
Ricky Hinote, Superintendent, Water/Wastewater Treatment  
Tim Milstead, Planning & Development Department  
Donna Adams, City Manager  
C:\Documents and Settings\charlotte\My Documents\Sewer Connect & Water\East  
Milton\Bell.Rebol.BattleAssoc.PizzaRestaurant.EMilton.322n270000004000000.doc

# ATTACHMENT "I" - SOILS MAP



1 inch equals 400 feet



## Legend

Streets

Martin\_Property\_LSA

Soils

call other values

## LEGENDNAME

ALBANY LOAMY SAND, 0-5% SLOPES

ANGIE VARIANT LOAM

ARENTS, MODERATELY WET

BEACHES

BIBB-KINSTON ASSOCIATION

BOHICKET-HANDSBORO

BONIFAY LOAMY SAND, 0-5% SLOPES

CHEWACLA-WAHEE-RIVERVIEW ASSOCIATION

COROLLA-DUCKSTON SANDS, GENTLY UNDULATING, FLOODED

DOROVAN-PAMUJO

DOTHAN FINE SANDY LOAM, 0-2% SLOPES

DOTHAN FINE SANDY LOAM, 2-5% SLOPES

DOTHAN FINE SANDY LOAM, 5-8% SLOPES

ESCAMBIA FINE SANDY LOAM, 0-2% SLOPES

ESTO LOAM, 0-2% SLOPES

ESTO LOAM, 5-8% SLOPES

FOXWORTH SAND, 0-5% SLOPES

FUQUAY LOAMY SAND, 0-5% SLOPES

FUQUAY LOAMY SAND, 5-8% SLOPES

GARCON LOAMY FINE SAND

GOLDHEAD FINE SAND

GULLIED LAND

JOHNS FINE SANDY LOAM

KALMA LOAMY FINE SAND, 2-5% SLOPES

KUREB SAND, 0-8% SLOPES

LAKELAND SAND, 0-5% SLOPES

LAKELAND SAND, 12-30% SLOPES

LAKELAND SAND, 5-12% SLOPES

LEON SAND, 0-2% SLOPES

LUCY LOAMY SAND, 0-5% SLOPES

LUCY LOAMY SAND, 5-8% SLOPES

LYNCHBURG FINE SANDY LOAM

MAXTON LOAMY FINE SAND, 2-5% SLOPES

MEADOWBROOK FINE SAND

MULAT LOAMY FINE SAND

NEWHAM-COROLLA COMPLEX, ROLLING

ORANGEBURG SANDY LOAM, 0-2% SLOPES

ORANGEBURG SANDY LOAM, 2-5% SLOPES

ORANGEBURG SANDY LOAM, 5-8% SLOPES

ORTEGA SAND, 0-5% SLOPES

PACTOLUS LOAMY SAND, 0-6% SLOPES

PICKNEY LOAMY SAND

PITS

RAINS FINE SANDY LOAM

RED BAY SANDY LOAM, 0-2% SLOPES

RED BAY SANDY LOAM, 2-5% SLOPES

RUTLEGE LOAMY SAND

TIFTON SANDY LOAM, 0-2% SLOPES

TIFTON SANDY LOAM, 2-5% SLOPES

TIFTON SANDY LOAM, 5-8% SLOPES

TROUP LOAMY SAND, 0-5% SLOPES

TROUP LOAMY SAND, 5-8% SLOPES

TROUP LOAMY SAND, 8-12% SLOPES

TROUP-ORANGEBURG-COWARTS, 5-12% SLOPES

URBAN LAND

WATER

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Pensacola, Florida 32502

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Project Name: MARTIN REZONING

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007092

Scale: NTS

Dr. By: CFS

Ck By: PAB

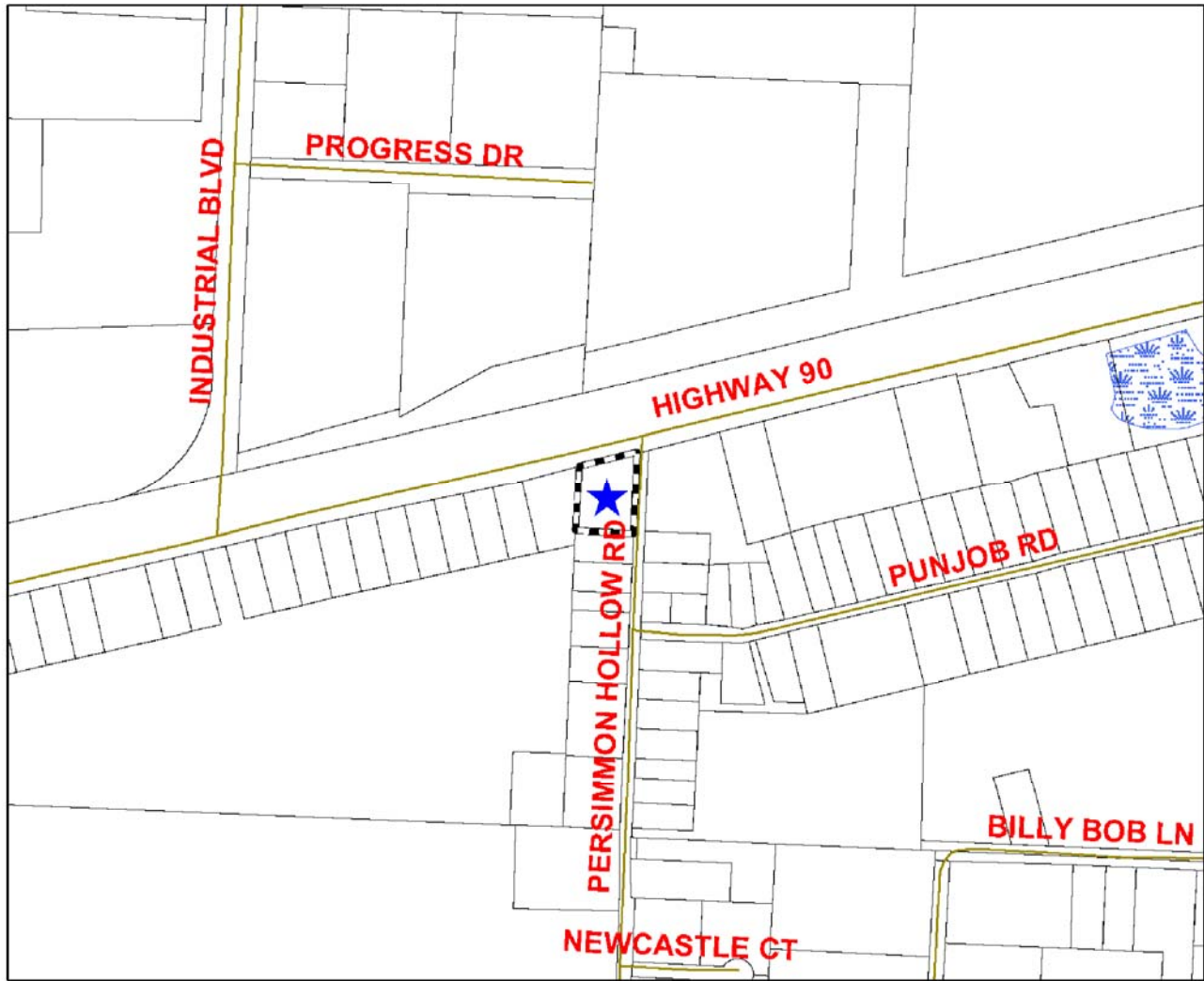
Date: AUG 22, 2007

DRAWING No.

I



# ATTACHMENT "J" - WETLANDS MAP



1 inch equals 500 feet



## Legend

- Streets
- Martin\_Property\_LSA
- Parcels
- Wetlands**
  - Uplands
  - Estuarine
  - Lacustrine
  - Palustrine
  - Riverine
  - Marine
  - No Data

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Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 22, 2007

DRAWING No.

J

# ATTACHMENT "K" - VEGETATIVE COVER



1 inch equals 500 feet



## Legend

Streets	EMBAYMENTS NOT OPENING DIRECTLY INTO THE GULF	OUTSIDE STUDY AREA	TREE PLANTATIONS
Martin_Property_LSA	EMBAYMENTS OPENING DIRECTLY INTO THE GULF	RESERVOIRS	UNCLASSIFIED
gisdata.GISADMIN.VegetativeCommunities	EMERGENT AQUATIC VEGETATION	RIVERINE SANDBARS	UPLAND CONIFEROUS FORESTS
ATLANTIC WHITE CEDAR	FOREST REGENERATION AREAS	SALTWATER MARSHES	UPLAND HARDWOOD FORESTS
BAY SWAMPS	FRESHWATER MARSHES	SAND OTHER THAN BEACHES	VEGETATED NON-FORESTED WETLANDS
BEACHES	GUM SWAMPS	SAND PINES	WETLAND-CONIFEROUS FORESTS
BURNED AREAS	INLAND PONDS AND SLOUGHS	SHRUB AND BRUSHLAND	WETLAND FORESTED MIXED
COASTAL SCRUB	INTERMITTENT PONDS	SLOUGH WATERS	WETLAND HARDWOOD FOREST
CONIFEROUS PLANTATIONS	LAKES	STREAM AND LAKE SWAMPS	WETLAND HARDWOOD FORESTS
CROPLAND AND PASTURELAND	MIXED CONIFEROUS/HARDWOOD	STREAMS AND WATERWAYS	WETLAND SCRUB SHRUB
CYPRESS	MIXED RANGELAND	TIDAL FLATS	
DISTURBED LAND	OTHER OPEN LANDS (RURAL)	TREE CROPS	

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Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007092

Scale: NTS

Dr. By: CFS

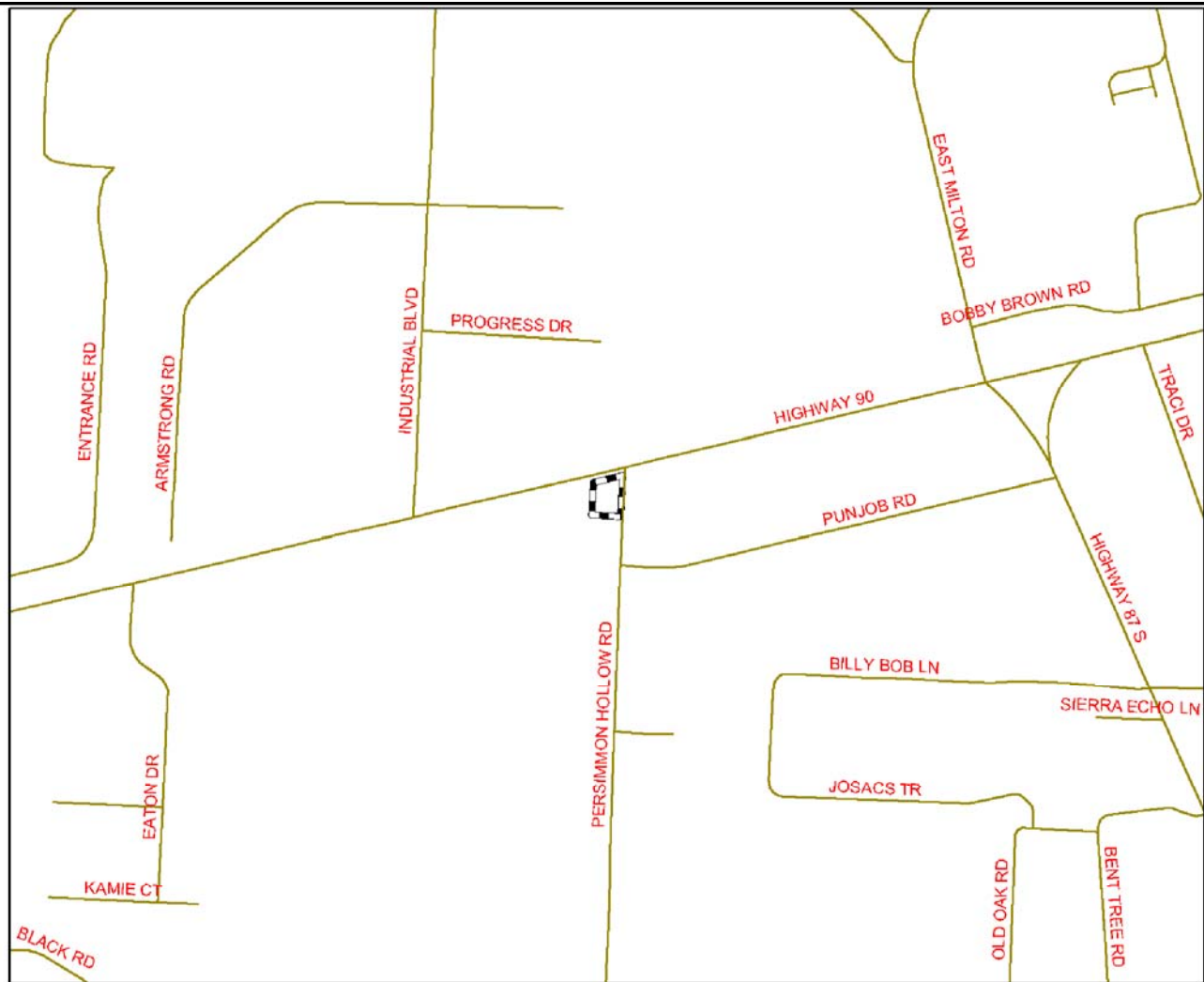
Ck By: PAB

Date: AUG 22, 2007

DRAWING No.

K

# ATTACHMENT "L" - STRATEGIC HABITAT



1 inch equals 1,000 feet



## Legend

— Streets

Martin\_Property\_LSA

## StrategicHabitat

Strategic Habitat Conservation

Water Bodies

Existing Conservation Land

Non-Habitat/Conservation Area

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**Scale: NTS**

**Dr. By: CFS**

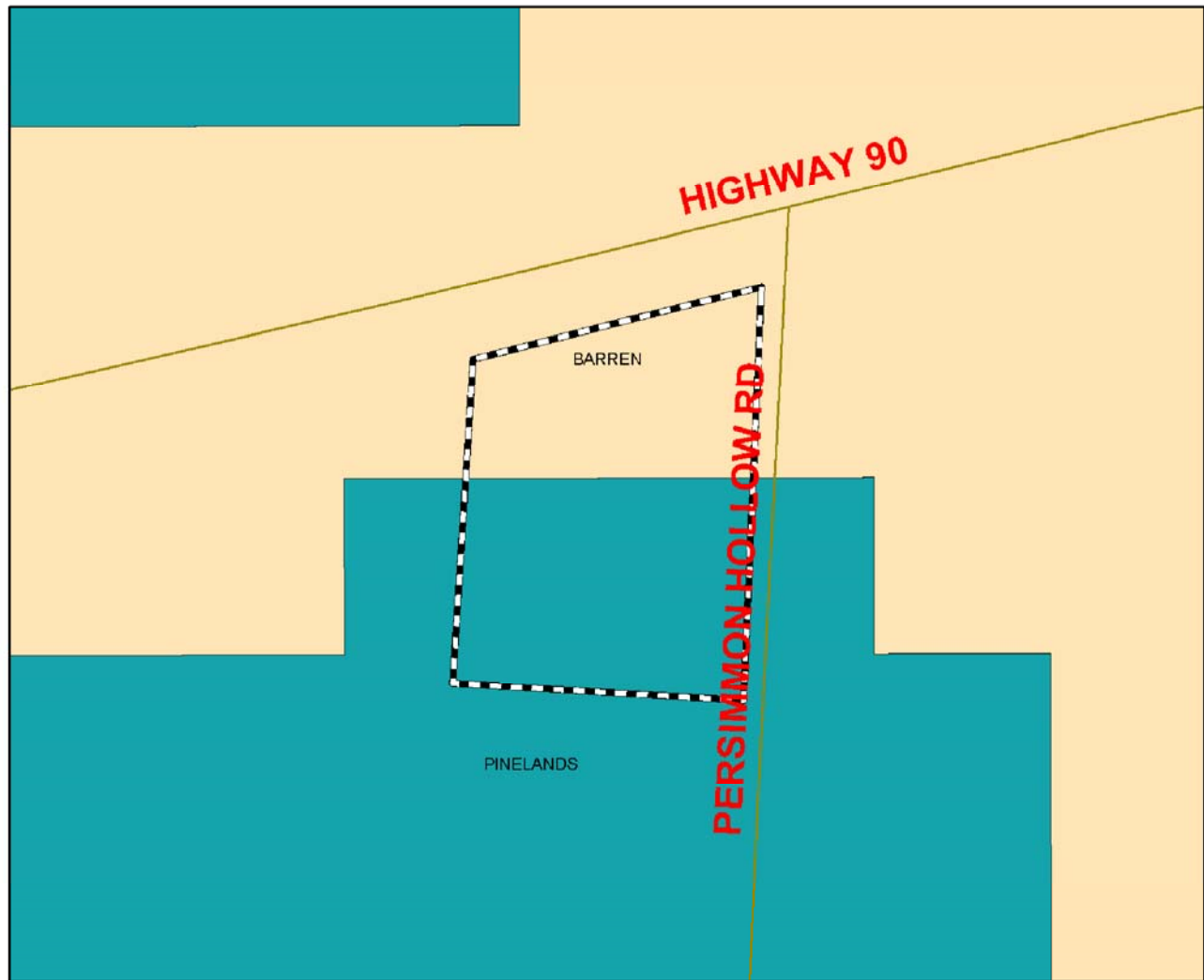
**Ck By: PAB**

**Date: AUG 22, 2007**

**DRAWING No.**

**L**

# ATTACHMENT "M" - HABITAT AND LANDCOVER



1 inch equals 100 feet



## Legend

Streets	CYPRESS SWAMP	PINELANDS
Martin_Property_LSA	FRESHWATER MARSH AND WET PRAIRIE	SAND PINE SCRUB
BARREN	GRASSLAND (AGRICULTURE)	SANDHILL
BAY SWAMP	HARDWOOD HAMMOCKS AND FORESTS	SHRUB AND BRUSHLAND
BOTTOMLAND HARDWOODS	HARDWOOD SWAMP	SHRUB SWAMP
COASTAL SALT MARSH	MIXED HARDWOOD-PINE FORESTS	XERIC OAK SCRUB
COASTAL STRAND	OPEN WATER	

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Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007092

Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 22, 2007

DRAWING No.

**M**



# ATTACHMENT "N" - BIODIVERSITY HOTSPOTS



1 inch equals 500 feet



## Legend

- Streets
- Martin\_Property\_LSA
- Biodiversity Hotspots**
  - 3-4 FOCAL SPECIES
  - 5-6 FOCAL SPECIES
  - 7 OR MORE FOCAL SPECIES
  - SPECIES OCCURRENCE RECORD
  - Water Bodies
  - No Focal Species

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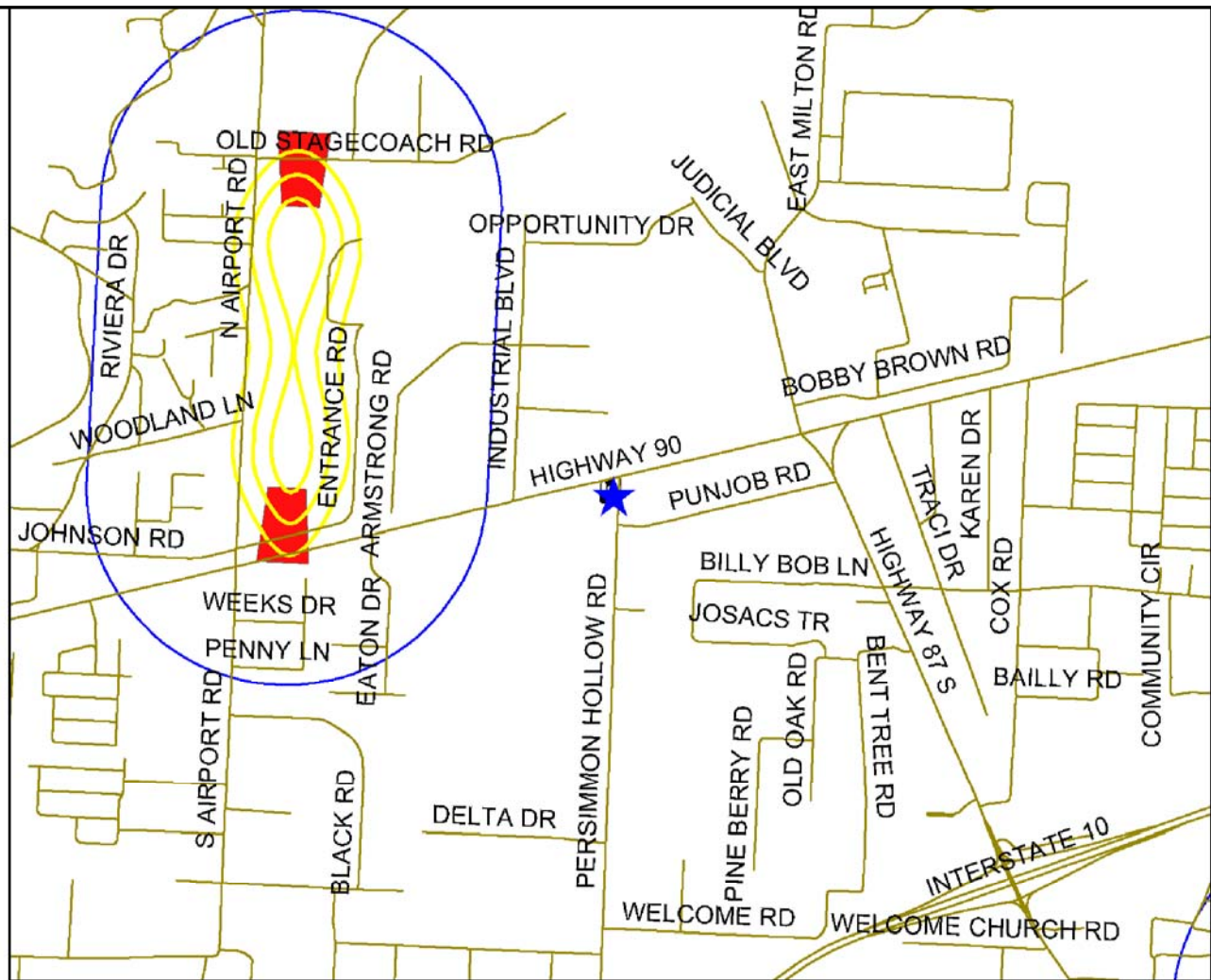
Ck By: PAB

Date: AUG 22, 2007

DRAWING No.

N

# ATTACHMENT "O" - PUBLIC AIRPORT ZONE FOR PETER PRINCE FIELD



1 inch equals 2,000 feet



## Legend

- Streets
- Martin\_Property\_LSA
- noise contours
- DB
- Less than 65db
- 65 - 75db
- Greater than 75db
- APZ
- Accident Potential Zones
- A
- B
- C
- MAZPAZ

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Job No.: 2007092

Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 22, 2007

DRAWING No.

O

ATTACHMENT “P”

**Traffic Analysis  
with Supporting Documentation**

# MARTIN DEVELOPMENT

## TRAFFIC ELEMENT

---

Rezoning/ Large Scale Plan Amendment



Prepared for:  
**REBOL-BATTLE AND  
ASSOCIATES**  
Pensacola, Fl

Prepared by:

**EPR**  
Pensacola, Fl



## TABLE OF CONTENTS

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ASSESSMENT OF TRAFFIC IMPACTS.....	9
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APPENDIX B -TRIP DISTRIBUTION
APPENDIX C -SANTA ROSA COUNTY ROAD SEGMENT REPORT
APPENDIX D -SANTA ROSA COUNTY TRANSPORTATION ELEMENT SUPPORTING DOCUMENTATION
APPENDIX E – FUNDING SOURCES

## Project Introduction

The purpose of this report is to document the potential transportation impacts created by the requested zoning change and Future Land Use Map (FLUM) Amendment to the Santa Rosa County Comprehensive Policy plan. This change is being requested for the parcel located in Milton, on the west side of the US 90 and Persimmon Hollow Rd intersection. See Figure 1. The amendment is to redesignate approximately 1.07 acres from a Single Family Residential (SFR) Land Use Code to a Commercial (C) Land Use Code and change zoning from an Mixed Residential Subdivision Division (M-1) to the Highway Commercial District (HCD). Therefore, this analysis will focus on the conversion of the maximum allowable agricultural scenario to the maximum HCD scenario. All data and analysis will be presented to satisfy the requirements of Chapter 5.06 of the Santa Rosa County Land Development Code.

## Project Details

The proposed project includes the parcel number 32-2N-27-0000-00400-0000 and the parcel's acreage is 1.07 acres. See Figure 2.

## Scenario Description

The methodology used in the preparation of this traffic report was developed in accordance with standard planning and engineering practices. EPR prepared the necessary traffic analysis to support the change in land use based on the maximum allowable development programs under current/proposed land use and zoning. The following summarizes the development threshold for the existing and proposed land use and zoning:

### Scenario 1 – Maximum density under Existing Land Use and Zoning

- a. Existing Land Use Code is SFR and existing zoning is R-1M
- b. Permitted Uses-*In this district, as a permitted use, a building or premises may be used only for the following purposes: individual mobile homes located on individually owned lots of record, single family residential structures, group homes and accessory structures and facilities. (Excerpt from Santa Rosa County Land Development Code Article 6 )*

According to section 6.05.07 in chapter 6 of the Santa Rosa County Comprehensive Plan, the density of permitted lots would be 4 dwelling units per acre. The maximum allowable dwelling units for the existing land use and zoning are 4 lots. The highest traffic generator for R-1M/SFR would be single family residential.

### Scenario 2 - Maximum density possible under proposed Future Land use and Zoning

- a. Proposed Land Use is Commercial with proposed zoning is HCD
- b. Permitted Uses-*This district is designed to provide for a wide range of uses inappropriate and easily accessible locations adjacent to major transportation corridors and having access to a wide market area. This district is intended to be situated along selected segments of major thoroughfares in the vicinity of major*

*intersections. Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize this district. This district should be situated in the vicinity of existing general commercial uses and should be buffered from residential areas. Refer to Section 6.05.15. (excerpt from Santa Rosa County Land Development Code Article 6)*

The permitted uses include community facilities, business and professional offices, financial and banking services, medical services, indoor commercial amusement activities, funeral homes, restricted sales and services, and restaurants with or without drive-thru facilities. The highest probable traffic generator for a proposed future land use of C and a HCD zoning would be specialty retail. The applicant has agreed to limit the building size to a maximum of 10,000 square feet.

## Trip Generation Summary

A trip generation summary was prepared by EPR for each Scenario to determine the trip adjustments between the existing approved land use designation and the proposed. Using the 7<sup>th</sup> Edition of *Trip Generation* by ITE, the roadway impact of adjacent street traffic (daily and peak hour) was calculated as follows:

### Scenario 1

ITE Code 210: Single-Family Detached Housing

Fitted Curve Equation (p. 271 -peak hour) and (p. 269 -daily)

$\ln(T) = 0.90 \ln(X) + 0.53$  = Peak Hour driveway trips

$\ln(T) = 0.92 \ln(X) + 2.71$  = Daily driveway trips;

63% entering/37% exiting – Peak Hour

50% entering/50% exiting – Daily

### Scenario 2

ITE Code 814: Specialty Retail

Rates - Equations not available

2.71 trips/Th. Gr. Sq. Ft. = Peak Hour driveway trips

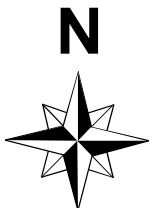
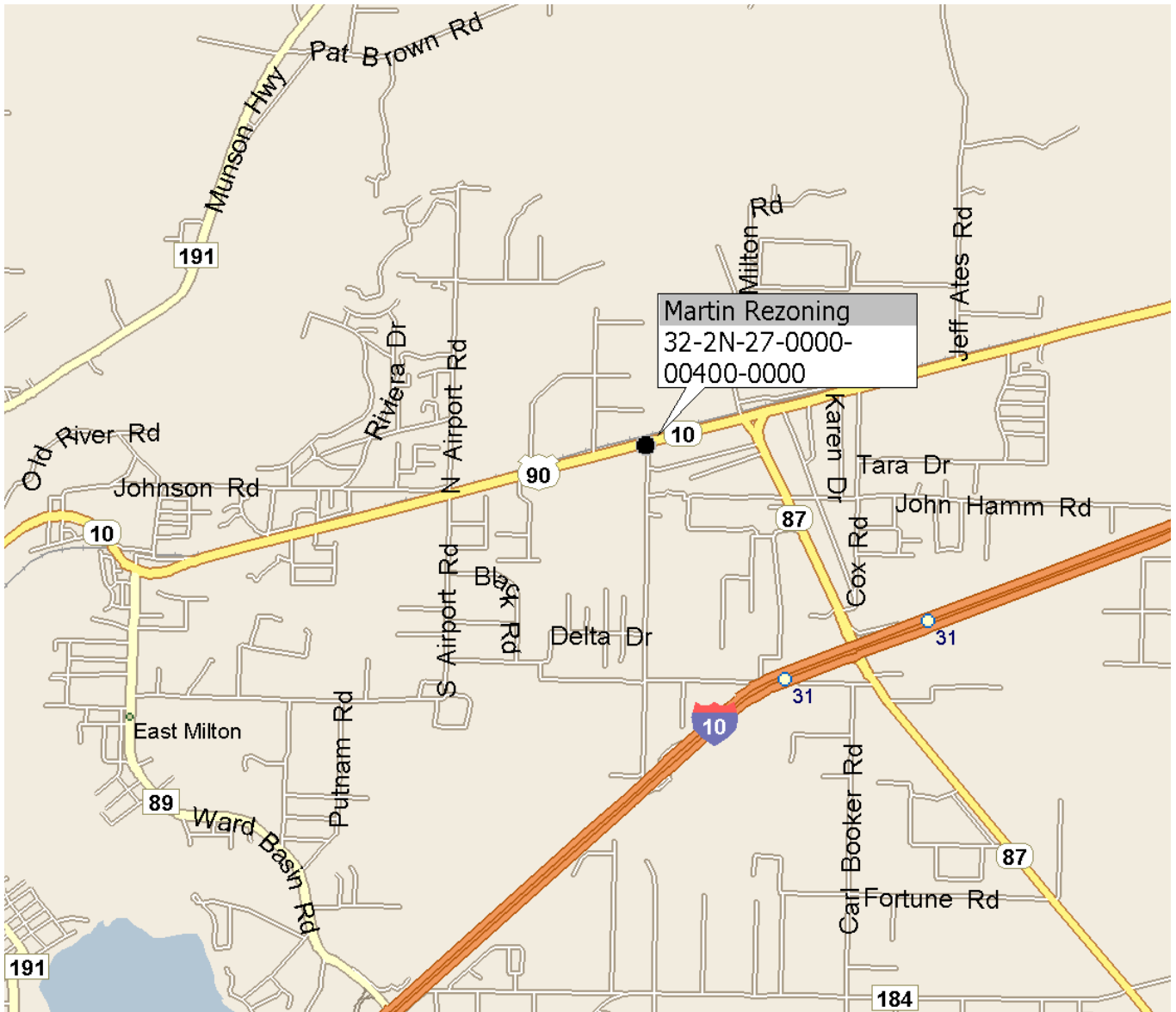
44.32 trips/Th. Gr. Sq. Ft. = Daily driveway trips;

44% entering/56% exiting – Peak Hour

50% entering/50% exiting – Daily



# MARTIN DEVELOPMENT REZONING/ LARGE SCALE PLAN AMENDMENT



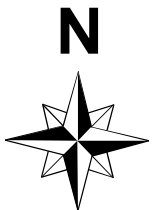
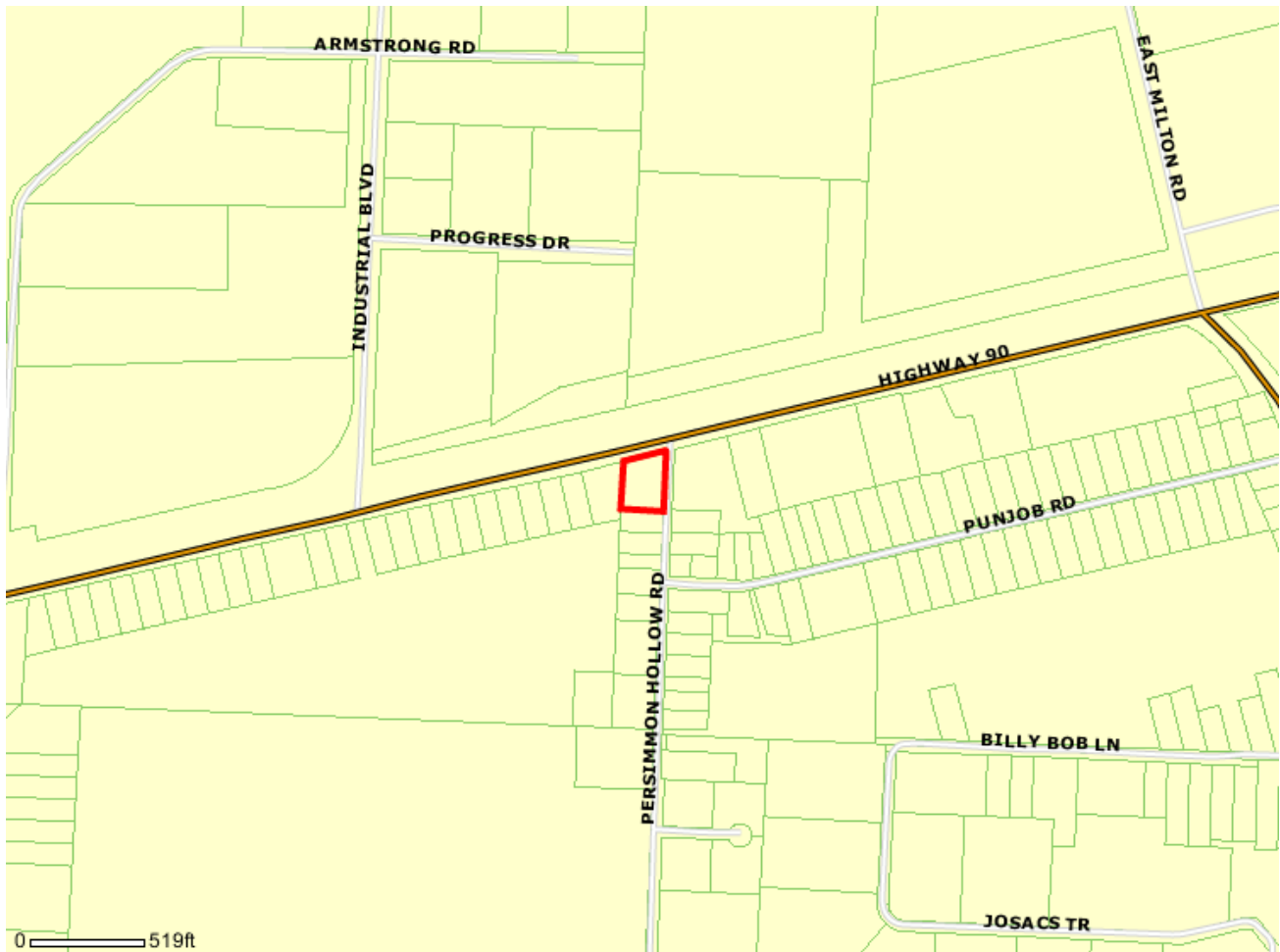
**Figure 1**  
**Vicinity Map**

 **Project Site**



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**MARTIN DEVELOPMENT**  
**REZONING/ LARGE SCALE PLAN AMENDMENT**



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**Figure 2**  
**Boundary Map**

The PM Peak hour trips for each scenario are summarized in Table 1. The trip calculations were prepared according to the requirements of Santa Rosa County Initial Test for Traffic Concurrency Worksheet A and B. See Appendix for trip generation worksheets.

According to Santa Rosa County traffic concurrency policy, roadway segments (except for US 98, US 90, SR 281/Avalon Blvd and CR 197A/Woodbine Road) will be analyzed based on the weekday trip generation. Trip generation for US 98, US 90, SR 281/Avalon Blvd and CR 197A/Woodbine Road roadway segments will be analyzed for weekday PM Peak Hour adjacent street traffic.

**Table 1 – Trip Generation Summary**

Scenario	Scenario Description	Land Use	Dwelling Units/Acres	ITE Code	Daily Trips	PM PK Hr Trips Total	PM PK Hr Trips Entering	PM PK Hr Trips Exiting
1	Maximum density using existing Land Use & Zoning	AG	4 DU	210	54 (2)	6 (2)	4 (2)	3 (2)
2	Maximum density using proposed Land Use & Zoning	HCD	10 TH. GR. SF.	814	443 (2)	27 (2)	12 (2)	15 (2)

<sup>(1)</sup> PM PK HR – PM Peak Hour

<sup>(2)</sup> Trip Generation calculated according to County guidelines – See worksheet B and A in Appendix. Section B

### Radius of Influence/Project Trip Distribution

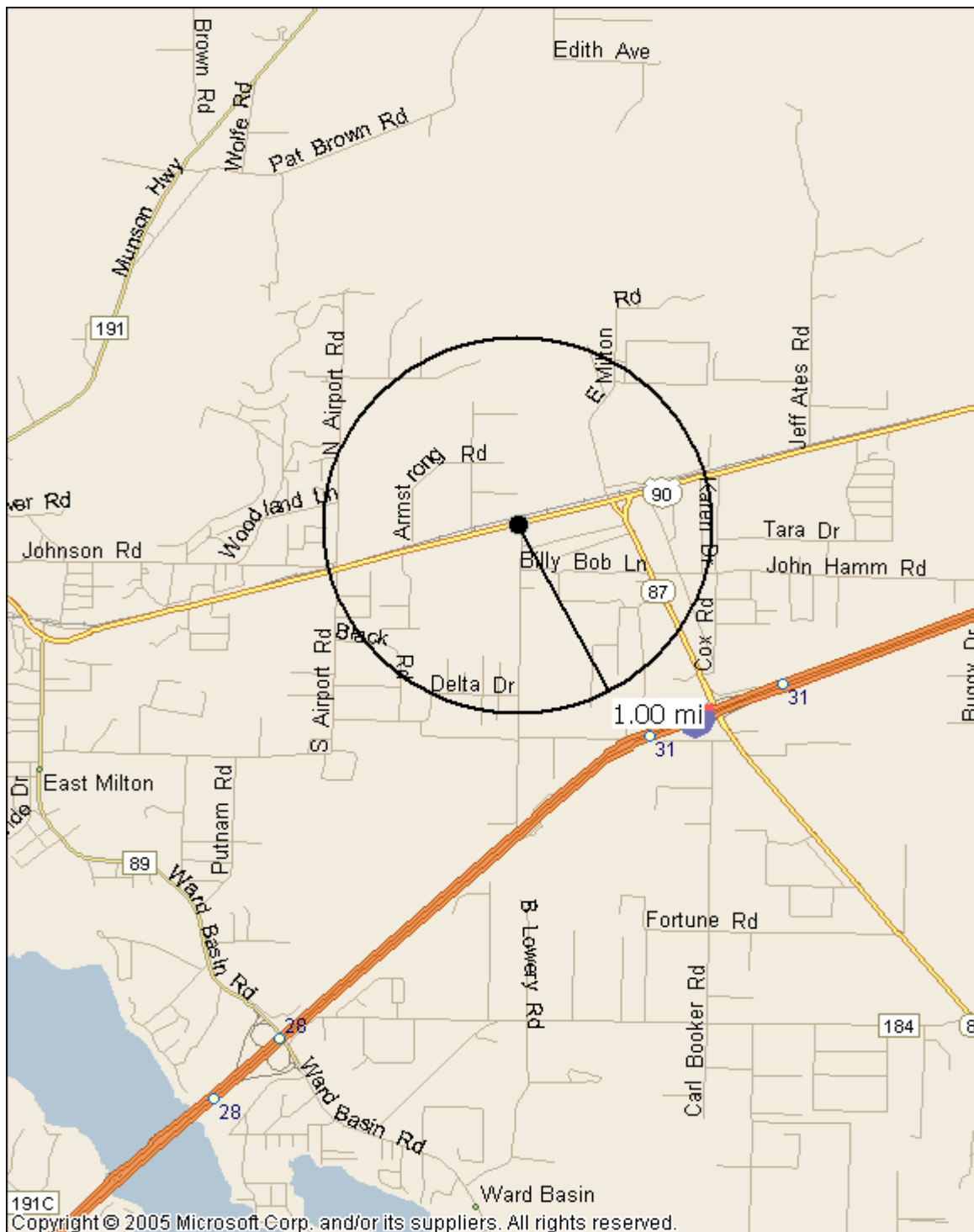
According to Santa Rosa County Traffic Concurrency guidelines, the radius of influence for a project of less than 30 new trips is determined using the following criteria. See appendix for county guidelines and worksheet B.

One mile, or to all roadway links where the total new trips are equal to or greater than 1% of the generalized LOS maximum allowable volume for the roadway at the adopted LOS Standard whichever is greater. See Figure 3.

Using the criteria provided above and the calculations from Worksheet B, the impacted roadway segments were determined and listed in Table 3. The distribution of new trips (for baseline conditions) was calculated using the Santa Road County road segment data and FDOT data. See Appendix for PM Peak Hour and Daily trip distribution analysis.



## MARTIN DEVELOPMENT REZONING/ LARGE SCALE PLAN AMENDMENT



**Figure 3**  
**Radius of Influence**

**Table 2 – Impacted Roadway Segments**  
*(Within 1 mile Radius or No. of New Trips > than 1% of Allowable Volume)*

Seg. No.	Type	Description	Start/End	Segment Within 1 Mile Radius	Allowable Volume	1% Allowable Volume	% New Proj. Trips	New Project Trips	New Trips >1% of Allowable Volume
25	AA	SR 87N	SR 10/SR 89	No	35700	357	3%	7	No
29	AA	SR 87S	Eglin AFB/SR 10	Yes	34700	347	24%	53	No
30	AA	SR 89N	US 90/Hamilton Bridge Rd	No	34500	345	2%	4	No
31	AA	SR 89N	Hamilton Bridge Rd./SR 87	No	35700	357	2%	4	No
39	AA	CR 89 (Ward Basin Rd)	US 90/I-10	No	14600	146	8%	18	No
42	AA	CR 191(Munson Highway)	SR 87/CR 87A	No	13600	136	3%	7	No
43	AA	CR 191B/281B	CR 197A/SR 281Avalon	No	10000	100	2%	4	No
44	AA	CR 197(Floridatown)	SR 10/CR 184	No	10000	100	3%	7	No
45	AA	CR 197 (Chumuckla Hwy)	SR 10/CR 184	No	14600	146	3%	7	No
49	AA	CR 197A(Bell Lane)	US 90/CR 191B Sterling)	No	14600	146	2%	4	No
57	AA	CR 191 (Garcon Point Rd)	SR 281/SR 10	No	13600	136	2%	4	No
58	AA	CR 191 (Garcon Point Rd)	SR 8/Bagdad	No	14600	146	2%	4	No
64	AA	East Spencer Field Rd	US 90/North Spencer Field Rd	No	14600	146	2%	4	No
65	AA	West Spencer Field Rd	US 90/Berry Hill Rd	No	14600	146	2%	4	No
7	PD	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	No	2090	21	21%	3	No
8	PD	SR 10 (US 90)	East Spencer Field Rd/Bell Ln	No	2390	24	25%	3.3	No
9	PD	SR 10 (US 90)	Bell Ln/Avalon Blvd.	No	2410	24	27%	3.5	No
10	PD	SR 10 (US 90)	Avalon Blvd./Parkmore Plaza	No	2400	24	34%	4.4	No
11	PD	SR 10 (US 90)	Parkmore Plaza/SR 87	No	2370	24	39%	5.1	No
12	PD	SR 10 (US 90)	SR 87/Ward Basin Rd	No	980	10	46%	6.0	No
13	PD	SR 10 (US 90)	Ward Basin Rd. /Airport Rd	Yes	940	9	54%	7.0	No
14	PD	SR 10 (US 90)	Airport Rd./SR 87S	Yes	940	9	59%	7.7	No
15	PD	SR 10 (US 90)	SR 87S/Okaloosa County Line	Yes	690	7	17%	2.2	No
36	PD	SR 281 (Avalon Blvd)	I-10/Mulat Rd.	No	1210	12	5%	0.7	No
37	PD	SR 281(Avalon Blvd.)	Mulat Rd./US 90	No	1210	12	5%	0.7	No
47	PD	CR 197A (Woodbine Rd.)	US 90/Guernsey Rd.	No	1370	14	3%	0.4	No
48	PD	CR 197A (Woodbine Rd.)	Guernsey Rd./CR 197	No	1370	14	3%	0.4	No

<sup>(1)</sup> Columns 1-4 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix.

According to the results of Table 2, twenty-three roadway segments do not fit Santa Rosa County criteria for impacted segments. The segments' new trip volumes are less than the 1% allowable volume and are located outside of the 1-mile radius. In addition to segments recorded in the Table 2, Mulat Rd. and Old Bagdad Highway new trip volumes are less than the 1% allowable volume and they are located outside of the 1-mile radius.

## Determination of Current and Future Estimated Traffic Impacts

Table 3 summarizes the daily and pm peak hour project trips for each roadway segment and also combines the project trips with current year traffic count and committed trips. This information provides the baseline condition for each of the potentially impacted roadway segments for Scenario 2. Scenario 2 is the maximum density for proposed future land use and zoning.

**Table 3 – Current Traffic Impacts**

Seg. No.	Type	Description	Start/End	Allowable Volume	Existing Traffic	Committed Trips	New Project Trips	Total Trips	Avail. Trips	Segment Status
13	PD	SR 10 (US 90)	Ward Basin Rd. /Airport Rd	940	537	152.00	9	698	241.60	Yes
14	PD	SR 10 (US 90)	Airport Rd./SR 87S	940	469	111.00	9	589	350.60	Yes
15	PD	SR 10 (US 90)	SR 87S/Okaloosa County Line	690	208	143.00	7	358	332.10	Yes
29	AA	SR 87S	Eglin AFB/SR 10	34700	7450	2677	53	10180	24520.00	Yes

<sup>(1)</sup> Columns 1-7 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix. AA – Average Annual, PD – Peak Daily

<sup>(2)</sup> PM PH is PM Peak Hour New Trips and DT are Daily New Trips

<sup>(3)</sup> Total trips are the sum of Existing traffic count, Committed and New Project Trips.

<sup>(4)</sup> Avail Trips (available trips) equals Allowable Volume minus Total Trips.

<sup>(5)</sup> Segment status Yes – sufficient trips No-insufficient available trips

Table 4 depicts the future capacity conditions associated with the planning years 2010 and 2020. The project traffic was combined with the Years 2010 and 2020 background traffic volumes and compared against the roadway capacities to determine the level of service for the Years 2010 and 2020 traffic conditions. The updated Year 2010 and 2020 AADT is labeled *Revised 2010* and *Revised 2020* AADT.

**Table 4 – 2010 & 2020 Traffic Impacts**

Seg. No.	Description	Start/End	Adopted Service Vol.	2010 AADT	2020 AADT	Project Trips (AADT) (3)	Revised 2010 AADT	Revised 2020 AADT	Segment Status (5)
13	SR 10 (US 90)	Ward Basin Rd. /Airport Rd	16,400	14,700	18,000	119	14,819	18,119	No
14	SR 10 (US 90)	Airport Rd./SR 87S	15,500	11,900	14,800	130	12,030	14,930	Yes
15	SR 10 (US 90)	SR 87S/Okaloosa County Line	13,900	4,000	5,000	38	4,038	5,038	Yes
29	SR 87S	Eglin AFB/SR 10	13,900	4,000	5,000	53	4,053	5,053	Yes

<sup>(1)</sup> Columns 1-3 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix .

<sup>(2)</sup> Columns 4-6 were obtained from the Santa Rosa County Transportation Element Supporting Documentation See Appendix .

<sup>(3)</sup> Project Trips – developed from Trip Distribution worksheets. See Appendix.

<sup>(4)</sup> Revised AADT equals 2010 AADT or 2020 AADT plus Project Trips AADT

<sup>(5)</sup> Segment status Yes – sufficient trips No-insufficient available trips

2010 and 2020 AADT and adopted volumes were provided by the Santa Rosa Comprehensive Plan Foundation Documentation. See Appendix. Current 2010 and 2020 AADTs were obtained from the Santa Rosa Comprehensive Plan Foundation Documentation. See Appendix. Revised AADT's were calculated by adding the project trips per segments to the provided 2010 and 2020 AADT.

### Assessment of Traffic Impacts

EPR conducted an analysis to evaluate the daily traffic volumes for the study roadway segments. The project traffic combined with the planning period Years 2010 and 2020 background traffic volumes were compared against the roadway capacities to determine the traffic impacts of a proposed FLUM amendment.

Table 3 summarized the current capacity conditions for all proposed impacted segments. According to the Santa Rosa County Transportation Foundation supporting documentation, US 90 service volumes were based on proposed construction in future year 2010. See appendix for documentation information.

As shown in Table 3, no segments exceed capacity under current conditions. Table 4 summarizes the future capacity conditions associated with the planning period traffic conditions. As shown in Table 4, analyses indicated there are no segments exceeding capacity except for the US 90 segment from Ward Basin Road to Airport Road.

## Conclusions & Recommendations

Based on the aforementioned documentation and technical analysis, it has been demonstrated that none of the impacted roadway segments will exhibit adverse traffic conditions in the 2010 and 2020 planning periods except for the US 90 segments from Ward Basin Road to Airport Road. However, as documented in Table 4 and in the Santa Rosa County Comprehensive Plan Foundation Documentation, the US 90 segments, from Ward Basin Rd. to Airport Road, will exceed the adopted level of service through the planning period without the inclusion of proposed project's future land used amendment or rezoning.

In an effort to increase capacity and improve the level of service on US 90, Santa Rosa County commissioned a corridor study for the US 90 corridor and through the Florida-Alabama Transportation Planning Organization (FL-AL TPO) established box funds to allow corridor improvements along US 90 to be funded from 2006 through 2011. The Florida Department of Transportation (FDOT) has placed the US 90 Corridor Management Improvement project in the work program for year 2008 through 2010. Corridor limits are from SR 87 to the Escambia County Line. See Appendix.

In addition to the work program, the FL-AL TPO has also includes the six-laning US 90 from Avalon to SR 89 on its project priorities for fiscal year 2008-2012. This project was placed in section B as a number 11 priority. This project includes six-laning the existing facility and adding pedestrian/bicycle facilities. Currently design is being held at 90%. See Appendix.

Santa Rosa County has implemented a new impact fee ordinance. All new development is required to pay transportation impact fees, which will be applied toward the cost of construction for new roadway capacity projects. The amount of fee is determined by the on the type and location of development. Impact fees may be paid in full or may be paid in installments, as an assessment on the property tax bill. For most developments, impact fees will be due at the time of building permit approval. The only exception is for new subdivision development, which requires the fee to be paid at the time of final plat approval.

# APPENDIX A



Martin Rezoning  
Summary of Trip Generation Calculation  
For 4 Dwelling Units of Single Family Detached Housing  
August 27, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	13.45	0.00	1.00	54
7-9 AM Peak Hour Enter	0.76	0.00	1.00	3
7-9 AM Peak Hour Exit	2.29	0.00	1.00	9
7-9 AM Peak Hour Total	3.06	0.00	1.00	12
4-6 PM Peak Hour Enter	0.93	0.00	1.00	4
4-6 PM Peak Hour Exit	0.55	0.00	1.00	2
4-6 PM Peak Hour Total	1.48	0.00	1.00	6
Saturday 2-Way Volume	12.77	0.00	1.00	51
Saturday Peak Hour Enter	1.96	0.00	1.00	8
Saturday Peak Hour Exit	1.67	0.00	1.00	7
Saturday Peak Hour Total	3.62	0.00	1.00	14

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	$LN(T) = .92LN(X) + 2.71, R^2 = 0.96$
7-9 AM Peak Hr. Total:	$T = .7(X) + 9.43$
	$R^2 = 0.89, 0.25 \text{ Enter, } 0.75 \text{ Exit}$
4-6 PM Peak Hr. Total:	$LN(T) = .9LN(X) + .53$
	$R^2 = 0.91, 0.63 \text{ Enter, } 0.37 \text{ Exit}$
AM Gen Pk Hr. Total:	$T = .7(X) + 12.05$
	$R^2 = 0.89, 0.26 \text{ Enter, } 0.74 \text{ Exit}$
PM Gen Pk Hr. Total:	$LN(T) = .89LN(X) + .61$
	$R^2 = 0.91, 0.64 \text{ Enter, } 0.36 \text{ Exit}$
Sat. 2-Way Volume:	$LN(T) = .94LN(X) + 2.63, R^2 = 0.93$
Sat. Pk Hr. Total:	$T = .89(X) + 10.93$
	$R^2 = 0.9, 0.54 \text{ Enter, } 0.46 \text{ Exit}$
Sun. 2-Way Volume:	$T = 8.83(X) + -9.76, R^2 = 0.94$
Sun. Pk Hr. Total:	$LN(T) = .89LN(X) + .44$
	$R^2 = 0.88, 0.53 \text{ Enter, } 0.47 \text{ Exit}$

Source: Institute of Transportation Engineers  
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Martin Rezoning  
Summary of Trip Generation Calculation  
For 10 T.G.L.A. of Specialty Retail Center  
August 27, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	443
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	12
4-6 PM Peak Hour Exit	1.52	0.00	1.00	15
4-6 PM Peak Hour Total	2.71	1.83	1.00	27
Saturday 2-Way Volume	42.04	13.97	1.00	420
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.  
Source: Institute of Transportation Engineers  
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS



### For Office Use Only

Site Plan/Subdivision Number: \_\_\_\_\_

- |                                   |       |
|-----------------------------------|-------|
| <input type="checkbox"/> Fee      | \$250 |
| <input type="checkbox"/> Approved | _____ |
| <input type="checkbox"/> Revise   | _____ |
| <input type="checkbox"/> Failed   | _____ |
| <input type="checkbox"/> Vested   | _____ |

## Schedule B\*: Initial Test for Traffic Concurrency Roadway Impact Analysis Worksheet

*\*(to be used for projects affecting US98, US90, Avalon Boulevard and Woodbine Road)*

Project Name: Martin Development Rezoning

Parcel Identification Number: 32-2N-27-0000-00400-000

Project Description: 1.07 acre rezoning project

Worksheet Prepared by: Bonita Player, PE Date: 8/25/07

### A. GENERAL REQUIREMENTS

Check all that apply:

- ☐ The proposed project involves combined land and water area (including submerged land leased area) exceeding three (3) acres, but is not a single family home or residential duplex.
- ☐ The proposed project is a residential development including ten (10) or more dwelling units
- ☒ The proposed project involves more than 1500 square feet of non-residential floor space
- ☐ The development, in aggregate with other requests for a development order (permit), exceeds any of the above limits
- ☐ Existing Levels of Service on the affected roadways are at Level of Service E or lower

If any of the above conditions apply to the proposed project, then the applicant must demonstrate that the development meets traffic concurrency (proceed to Section B).

**B. TRIP GENERATION** (Use the latest edition of Trip Generation from ITE and the capture rates from the Santa Rosa County Land Development Code Table 5.06.02)

ITE Land Use Description and Numerical Code: Scenario 1 – Single Family Residential

Page #: \_\_\_\_\_

Independent Variable: ..... Dwelling Units

Size of Independent Variable: .....	<u>4</u>	[A]
Average Rate for PM Peak Hour of Adjacent Street Traffic: .....	<u><math>\text{Ln (T)} = 0.90 \text{ Ln (X)} + 0.53</math></u>	[B]
Number of Trips (A x B): .....	<u>6</u>	[C]
New Trip Percentage: .....	<u>100%</u>	[D]
Total New Two-Direction Driveway Trips (C x D): .....	<u>6</u>	[E]
Driveway Distribution Percentage (entering / exiting): .....	<u>63%</u>	[F]
Driveway Entering OR Exiting Trips (E x F): .....	<u>4</u>	[G]
Directional Distribution Factor: .....	<u>.514</u>	[H]
Total New Peak Hour Peak Direction Trips: .....	<u>2</u>	[I]

**C. AREA OF IMPACT- Attach a map illustrating the area of impact**

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [I] above) must be compared to the table in section 5.06.03. Since the numbers of trips in this table are given in daily trip numbers and the calculations above are in peak hour, peak direction trip numbers, please refer to the table below to determine the area of impact for the proposed project. This table reflects conversion of the daily trips in Section 5.06.03 to peak hour trips based on average traffic factors (K and D).

Total New Trips (peak hour, peak direction)	Area of Impact to be Analyzed
Less than 30 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
30-80 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 80 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

(Section C continued on page 3)

**B. TRIP GENERATION** (Use the latest edition of Trip Generation from ITE and the capture rates from the Santa Rosa County Land Development Code Table 5.06.02)

ITE Land Use Description and Numerical Code: Scenario 2 – Specialty Retail

Page #: \_\_\_\_\_

Independent Variable: ..... TH. GR. SR.

Size of Independent Variable: .....	<u>10 TH. GR. SR.</u>	[A]
Average Rate for PM Peak Hour of Adjacent Street Traffic: .....	<u>2.71</u>	[B]
Number of Trips (A x B): .....	<u>27</u>	[C]
New Trip Percentage: .....	<u>88%</u>	[D]
Total New Two-Direction Driveway Trips (C x D): .....	<u>24</u>	[E]
Driveway Distribution Percentage (entering / exiting): .....	<u>56%</u>	[F]
Driveway Entering OR Exiting Trips (E x F): .....	<u>13</u>	[G]
Directional Distribution Factor: .....	<u>.514</u>	[H]
Total New Peak Hour Peak Direction Trips: .....	<u>6.8</u>	[I]

**C. AREA OF IMPACT- Attach a map illustrating the area of impact**

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [I] above) must be compared to the table in section 5.06.03. Since the numbers of trips in this table are given in daily trip numbers and the calculations above are in peak hour, peak direction trip numbers, please refer to the table below to determine the area of impact for the proposed project. This table reflects conversion of the daily trips in Section 5.06.03 to peak hour trips based on average traffic factors (K and D).

Total New Trips (peak hour, peak direction)	Area of Impact to be Analyzed
Less than 30 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
30-80 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 80 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

(Section C continued on page 3)

**C. AREA OF IMPACT (CONTINUED)**

## B. TRIP GENERATION *(Use the latest edition of Trip Generation from ITE)*

ITE Land Use Description and Numerical Code: Scenario 1 – Single Family Residential

Page #: \_\_\_\_\_

Independent Variable: ..... Dwelling Units

Size of Independent Variable: .....	<u>4</u>	[A]
Average Rate for Weekday: .....	<u><math>Ln(T) = 0.92 Ln(X) + 2.71</math></u>	[B]
Number of Trips (A x B): .....	<u>54</u>	[C]
New Trip Percentage: .....	<u>100%</u>	[D]
Total New Driveway Trips (C x D): .....	<u>54</u>	[E]
Driveway Distribution Percentage (entering / exiting): .....	<u>.5</u>	[F]
Total New Trips (E x F): .....	<u>27</u>	[G]

## C. AREA OF IMPACT- *Attach a map illustrating the area of impact*

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [G] above) must be compared to the table in Section 5.06.03, which is reproduced below.

Total New Trips	Area of Impact to be Analyzed
Less than 500 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
500-1500 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 1500 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.



## B. TRIP GENERATION *(Use the latest edition of Trip Generation from ITE)*

ITE Land Use Description and Numerical Code: Scenario 2 – Specialty Retail

Page #: \_\_\_\_\_

Independent Variable: ..... TH. GR. SR

Size of Independent Variable: ..... 10 TH.GR.SR [A]

Average Rate for Weekday: ..... 44.32 trips [B]

Number of Trips (A x B): ..... 443 [C]

New Trip Percentage: ..... 100% [D]

Total New Driveway Trips (C x D): ..... 443 [E]

Driveway Distribution Percentage (entering / exiting): ..... .5 [F]

Total New Trips (E x F): ..... 221 [G]

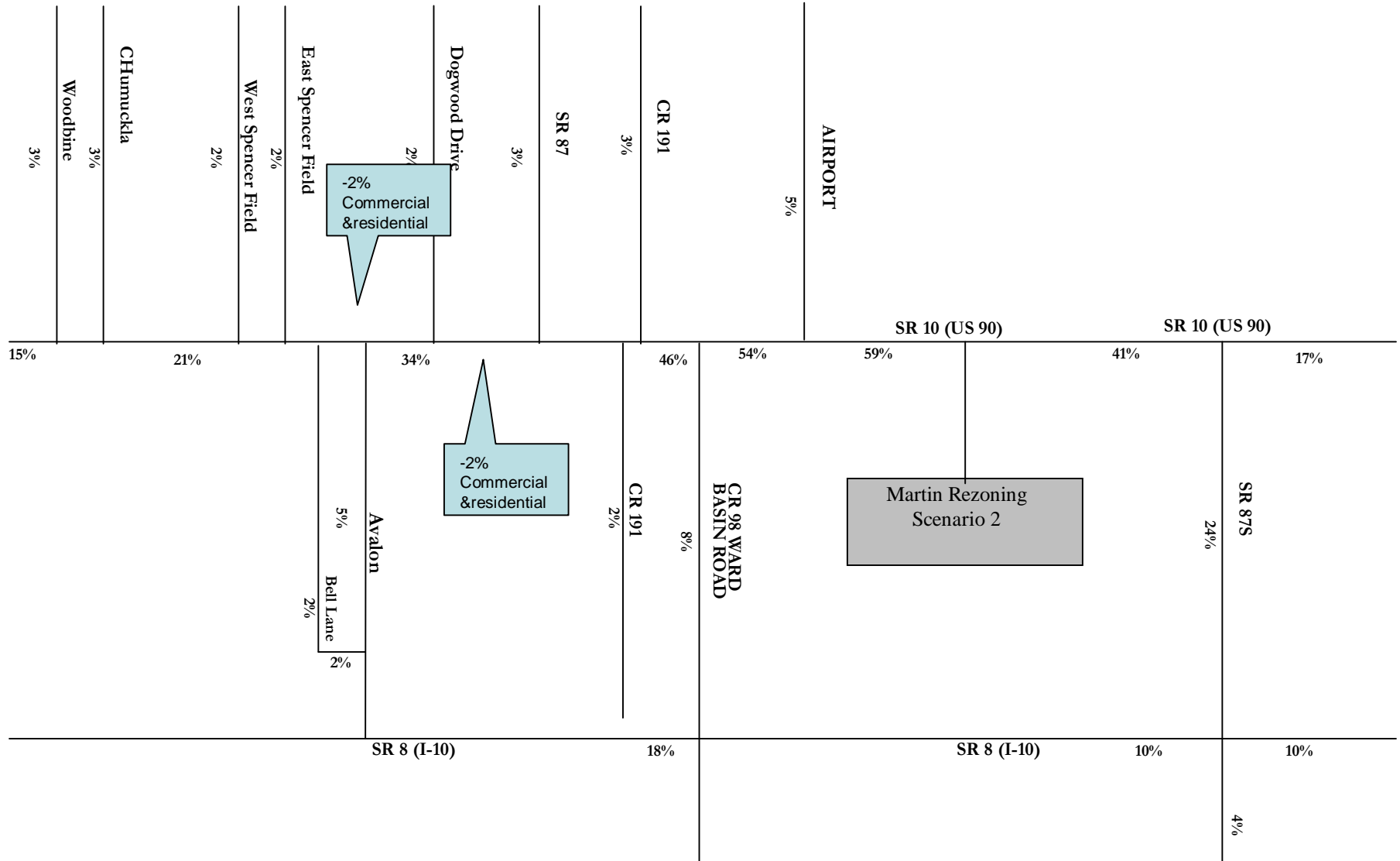
## C. AREA OF IMPACT- *Attach a map illustrating the area of impact*

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [G] above) must be compared to the table in Section 5.06.03, which is reproduced below.

Total New Trips	Area of Impact to be Analyzed
Less than 500 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
500-1500 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 1500 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

# APPENDIX B

# Daily Trip Distribution



# APPENDIX C

SANTA ROSA COUNTY ROAD SEGMENT DATA (EFFECTIVE AUGUST 1, 2007)

Segment	Road Segment Name	FROM:	TO:	Type	Max Service Volume	Current Count	Committed Trips	Background Traffic	Remaining Capacity
1	SR4	ESCAMBIA COUNTY LINE	CR399	AA	8200	5100	0	5100	3000
2	SR4	CR399	OKALOOSA COUNTY LINE	AA	8200	1900	0	1900	5970
3	SR8 (I-10)	ESCAMBIA COUNTY LINE	SR281	AA	49200	36500	131	36631	12700
4	SR8 (I-10)	SR281	SR87	AA	46900	26000	2153	28153	16729
5	SR8(I-10)	SR87	OKALOOSA COUNTY LINE	AA	32300	25500	729	26229	9569
6	SR10 (US90)	SANTA ROSA COUNTY LINE	WOODBINE ROAD	PD	3230	2180	112	2292	938
7	SR10 (US90)	WOODBINE ROAD	EAST SPENCER FIELD ROAD	PD	2090	1412	433	1845	245
8	SR10 (US90)	EAST SPENCER FIELD ROAD	BELL LN	PD	2390	1348	432	1780	610
9	SR10 (US90)	BELL LN	SR 281 (AVALON BLVD)	PD	2410	1105	383	1488	922
10	SR10 (US90)	SR 281 (AVALON BLVD)	PARKMORE PLAZA ROAD	PD	2400	1514	156	1670	730
11	SR10 (US90)	PARKMORE PLAZA ROAD	SR 87 (STEWART ST)	PD	2370	1738	187	1925	445
12	SR10 (US90)	SR 87 (STEWART ST)	WARD BASIN ROAD	PD	980	695	110	805	175
13	SR 10 (US 90)	WARD BASIN RD	AIRPORT ROAD	PD	940	537	152	689	251
14	SR 10 (US 90)	AIRPORT ROAD	SR 87S	PD	940	469	111	580	360
15	SR 10 (US 90)	SR 87S	OKALOOSA COUNTY LINE	PD	690	208	143	351	339
19	SR30 (US98)	E. END OF NAVAL LIVE OAKS	COLLEGE PARKWAY	PD	2670	2029	86	2115	555
20	SR30 (US98)	COLLEGE PARKWAY	CR191B (SOUNDSIDE DRIVE)	PD	2550	1896	81	1977	573
21	SR30 (US98)	CR191B	SUNRISE	PD	2710	1063	260	1323	1387
22	SR30 (US98)	SUNRISE	NAVARRE SCHOOL ROAD	PD	2740	1521	149	1670	1070
23	SR 30 (US 98)	NAVARRE SCHOOL ROAD	PANHANDLE TRAIL	PD	2320	1565	243	1808	512
24	SR 30 (US 98)	PANHANDLE TRAIL	OKALOOSA COUNTY LINE	PD	2800	2143	192	2335	465
25	SR87N	SR10	SR89	AA	35700	18700	897	19597	16103
26	SR87N	SR89	WHITING FIELD ENTRANCE	AA	35700	12437	492	12929	22771
27	SR87N	WHITING FIELD ENTRANCE	ALABAMA STATE LINE	AA	16300	2500	74	2574	13726
28	SR87S	SR30 (US98)	EGLIN AFB SOUTHERN BOUNDARY	AA	35700	14100	1309	15409	20291
29	SR87S	EGLIN AFB SOUTHERN BOUNDARY	SR10 (US90)	AA	34700	7450	2677	10127	24573
30	SR89N	US90	HAMILTON BRIDGE ROAD	AA	34500	19400	35	19435	15065
31	SR89N	HAMILTON BRIDGE ROAD	SR87	AA	35700	14800	262	15062	20638
32	SR89	ALABAMA STATE LINE	POLLARD ROAD (JAY CITY LIMITS)	AA	13000	2100	0	2100	10900
33	SR89	POLLARD ROAD	SHELL ROAD	AA	15000	2800	0	2800	12200
34	SR89	SHELL ROAD	SR87	AA	13000	2400	49	2449	10551
35	SR281 (AVALON BLVD)	US98	I-10	AA	16400	6300	407	6707	9693
36	SR281 (AVALON BLVD)	I-10	MULAT ROAD	PD	1210	1083	183	1266	(56)
37	SR281 (AVALON BLVD)	MULAT ROAD	US 90	PD	1210	894	250	1144	66
38	SR399 (Navarre Beach Bridge)	SR30 (US98)	SOUTH TERMINUS OF BRIDGE	AA	16400	7800	116	7916	8484

Segment	Road Segment Name	FROM:	TO:	Type	Max Service Volume	Current Count	Committed Trips	Background Traffic	Remaining Capacity
39	CR89 (WARD BASIN ROAD)	US90	I-10	AA	14600	6900	354	7254	7346
40	CR184 (HICKORY HAMMOCK ROAD)	SR87	CR89	AA	14600	2844	481	3325	11275
41	CR184A BERRYHILL ROAD	CR197	SR89 (Dogwood)	AA	16500	9310	7007	16317	183
42	CR191 MUNSON HIGHWAY	SR87	CR87A (EAST GATE ROAD)	AA	13600	4300	0	4300	9300
43	CR191B/281B (STERLING WAY)	CR197A	SR281 AVALON BOULEVARD	AA	10000	3600	1335	4935	5065
44	CR197 (FLORIDATOWN ROAD)	US90	DIAMOND ROAD	AA	10000	3600	147	3747	6253
45	CR197 (CHUMUCKLA HIGHWAY)	SR10 (US90)	CR184 (QUINTETTE ROAD)	AA	14600	8532	4197	12729	1871
46	CR197 (CHUMUCKLA HIGHWAY)	CR184	CR191	AA	13600	5800	2050	7850	5750
47	CR197A (WOODBINE ROAD)	US90	Guernsey Road	PD	1370	943	302	1245	125
48	CR 197A (WOODBINE ROAD)	GUERNSEY ROAD	CR197	PD	1370	763	346	1109	261
49	CR197A (BELL LANE)	US90	CR191B (STERLING WAY)	AA	14600	6200	3546	9746	4854
50	CR399 (NVARRE BEACH)	SOUTH TERMINUS OF BRIDGE	ESCAMBIA COUNTY LINE	AA	14600	7800	679	8479	6121
51	CR399 (EAST BAY BOULEVARD)	SR30 (US98)	SR87	AA	14600	9500	1811	11311	3289
52	CR87 (LANGLEY STREET)	SR87	WHITING FIELD MAIN GATE	AA	10000	5500	0	5500	4500
53	CR89 (WARD BASIN ROAD)	SOUTH TERMINUS	I-10	AA	9400	4500	216	4716	4684
54	CR182 (ALLENTOWN ROAD/SCHOOL ROAD)	CHUMUCKLA HIGHWAY	SR89	AA	10700	800	0	800	9900
55	CR182 (ALLENTOWN ROAD)	SR89	SR87	AA	10700	500	0	500	10200
56	CR184 (QUINTETTE ROAD)	CHUMUCKLA HIGHWAY	ESCAMBIA RIVER	AA	14600	3884	7026	10910	3690
57	CR191 (GARCON POINT ROAD)	SR281 (AVALON BLVD)	SR8 (I-10)	AA	13600	2100	1176	3276	10324
58	CR191 (GARCON POINT ROAD)	SR8 (1-10)	BAGDAD	AA	14600	6200	1708	7908	6692
59	CR191 (MUNSON HIGHWAY)	CR87A	SR4	AA	10900	1300	11	1311	9589
60	CR191 (WILLARD NORRIS ROAD)	CHUMUCKLA HIGHWAY	SR87	AA	14600	7700	1724	9424	5176
61	CR191A (ORIOLE BEACH ROAD)	US98	SOUTH TERMINUS	AA	10900	3200	524	3724	7176
62	CR191A (OLD BAGDAD HIGHWAY)	US90	CR191	AA	10900	2800	1198	3998	6902
63	CR191B (SOUNDSIDE DRIVE)	US98	EAST TERMINUS	AA	10900	900	329	1229	9671
64	EAST SPENCER FIELD ROAD	US90	NORTH SPENCER FIELD ROAD	AA	14600	9176	1814	10990	3610
65	WEST SPENCER FIELD ROAD	US90	BERRYHILL ROAD	AA	14600	7853	2740	10593	4007
66	PINE BLOSSOM ROAD	WILLARD NORRIS ROAD	SR89	AA	14600	3371	15	3386	11214
67	GLOVER LANE	US90	BERRYHILL ROAD	AA	14600	9753	241	9994	4606
68	BAY STREET	CR191A	EAST TERMINUS	AA	10900	600	33	633	10267
69	GONDOLIER BOULEVARD	US98	SOUTH TERMINUS	AA	10900	3800	2	3802	7098
70	MULAT ROAD	SR281	CR191B	AA	10000	1812	273	2085	7915
71	HAMILTON BRIDGE ROAD	EAST SPENCER FIELD ROAD	MILTON CITY LIMITS	AA	14600	4400	858	5258	9342



# APPENDIX D

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
8	SR 10 (US 90)	East Spencer Field Road to SR 281 (Avalon Blvd.)	Minor Arterial	4	Divided	Urban	D (35,700)	26,800 (B)	30,700 (C)	34,100 (D)	40,800 (F)
9	SR 10 (US 90)	SR 281 (Avalon Blvd.) to Parkmore Plaza Rd	Minor Arterial	4	Undivided	Urban	D (35,700)	38,400 (F)	41,600 (F)	45,900 (C)	56,000 (F)
<b>US90 to be six-laned by 2010</b>				<b>6</b>	<b>Divided</b>		<b>(53,500)</b>				
10	SR 10 (US 90)	Parkmore Plaza Road to SR 87 (Stewart Street)	Minor Arterial	2	Undivided	Urban	D (32,700)	29,500 (D)	32,300 (D)	33,500 (E)	35,700 (F)
11	SR 10 (US 90)	SR 87 (Stewart Street) to Ward Basin Road	Minor Arterial	2	Undivided	Urban	D (16,400)	15,000 (D)	16,800 (E)	18,100 (F)	20,700 (F)
12	SR 10 (US 90)	Ward Basin Road to Airport Road	Minor Arterial	2	Undivided	Urban	D (16,400)	11,500 (C)	13,100 (C)	14,700 (D)	18,000 (F)
13	SR 10 (US 90)	Airport Road to SR87S	Principal Arterial	2	Undivided	Transitioning	D (15,500)	9200 (C)	10,400 (C)	11,900 (C)	14,800 (D)
14	SR 10 (US 90)	SR87S to Okaloosa County Line	Principal Arterial	2	Undivided	Rural Undeveloped	D (13,800)	3200 (B)	3500 (B)	4000 (B)	5000 (B)
15	SR 30 (US 98)	Escambia County Line to Fairpoint Road	Principal Arterial	6	Divided	Urban	D (53,500)	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
24	SR 87N (Stewart Street)	SR 10 to SR 89	Major Arterial	4	Divided	Urban	E (35,700)	16,300 (B)	17,600 (B)	19,500 (B)	23,700 (B)
25	SR 87N	SR 89 to Whiting Field Entrance	Major Arterial	4	Divided	Transitioning	D (34,200)	9300 (B)	10,100 (B)	11,100 (B)	13,500 (B)
26	SR 87N	Whiting Field Entrance to Alabama State Line`	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	2400 (A)	3100 (B)	3300 (B)	3900 (B)
27	SR 87S	SR 30 (US 98) to Eglin Southern Boundary <u>FIHS Facility</u>	Minor Arterial	4	Divided	Transitioning	C (32,800)	10,300 (B)	11,900 (B)	13,300 (B)	16,100 (B)
<b>SR87S to be four-laned in FY 01/02</b>											
28	SR 87S	Eglin Southern Boundary to SR10 (US 90) <u>FIHS Facility</u>	Minor Arterial	2	Undivided	Transitioning	C (13,300)	6800 (C)	7900	9000	11,300
<b>SR87S to be four-laned by 2005</b>				<b>4</b>	<b>Divided</b>		<b>(32,800)</b>		<b>(B)</b>	<b>(B)</b>	<b>(B)</b>
29	SR 89N	US 90 to Hamilton Bridge Road	Minor Arterial	4	Divided	Urban	D (32,700)	15,000 (C)	17,200 (C)	17,800 (C)	19,100 (C)

# APPENDIX E

# Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded by State and Federal Revenue

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
08	US 98	Six lane from Bayshore Road to Portside Drive, with the appropriate bicycle and pedestrian considerations (3.645 miles). Regional Facility.	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiency/Forecasted Revenues	2204401	PD&E	Complete	
					Design	FY 2006	\$3,720,000
					Right-Of-Way	Not Scheduled	\$18,601,700
					Construction	Not Scheduled	\$12,136,389
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
09	Olive Road	Corridor Management on Olive Road from Old Palafox to Scenic Highway	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiency/Forecasted Revenues	TBA	PD&E	Underway	\$0
							\$0
							\$0
							\$0
							\$0
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
10	Burgess Road Realignment	Four-lane Burgess Road from US 29 to Pine Forest Road	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiency/Forecasted Revenues	TBA	PD&E	Underway	\$0
							\$0
							\$0
							\$0
							\$0
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
11	US 90	Six lane from Avalon Blvd. to Dogwood Rd with a transition from six to two lanes at SR 87. Project includes all appropriate bicycle and pedestrian considerations (2.321 miles). Regional Facility	TPO 2025 Plan Update, Cost Feasible Plan, and forecasted Level of Service deficiency/Forecasted Revenues	2204122	PD&E	Complete	
					Design	Held at 90%	
					Right-Of-Way	Not Scheduled	\$9,319,800
					Construction	Not Scheduled	\$17,060,090

## Florida Department of Transportation Work Program

**2008-2012 ADOPTED**

Last Update: 8/21/2007 - 03:00 AM

**District 3 - SANTA ROSA** CountyCategory: **Highways**Item Number: **409792-1**

Transportation System Description	District		Length		Type of Work		Item
	Fiscal Year:	2008	2009	2010	2011	2012	
<b>Category: Highways</b>							
Non-intrastate State Highway SR 10 (US 90) CORRIDOR MANAGEMENT_ IMPROVEMENT PROJECTS	03 - Santa Rosa County		27.923 Miles		Corridor Improvement		409792-1
	<b>Preliminary Engineering</b>	\$5,000					
	<b>Construction (On-Going)</b>		\$718,036		\$750,000		

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